



Public Engagement Report

I-90 Corridor Project

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March 2013



I-90 Corridor Project Public Engagement Report

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Executive Summary

Metro Transit, with the intention of easing crowding and improving service quality, presented potential schedule and route changes to seven peak I-90 commuter routes--210, 211, 212, 214, 215, 216, and 218. These routes serve three major park-and-rides on the Eastside: the Eastgate Park-and-Ride, the Issaquah Transit Center, and the Issaquah Highlands Park-and-Ride and provide peak-only service via I-90 starting east of I-405. Outreach began in January 2013 and concluded in February 2013.

Metro engaged affected riders to collect feedback on the proposals both in-person and online. Communications received more than 700 responses to the survey and conducted public outreach on buses, at transit centers and park-and-rides, and at a public meeting. Here is a brief summary of community feedback:

- As expected, riders that would benefit from the proposed changes expressed general support, while riders that would need to connect to another route, walk further to get to their bus stop, or take a more crowded bus did not express support.
- Riders of Route 212 who board at the Eastgate lower platforms do not wish to walk out to the freeway station due to concerns about weather protection, getting a seat on the bus and fears of ice on the sidewalk in the winter.
- Those riders who begin their commute east of Issaquah are significantly in favor of eliminating the stop at Issaquah Transit Center along Route 215.
- Mercer Island riders don't like the proposed changes to eliminate the Mercer Island Park-and-Ride along Route 216 as this route is an alternative when Route 550 is overcrowded during peak periods.



Communications and Metro staff used the feedback received to make adjustments to the original service change proposal.

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Community Engagement Plan & Activities

The Strategic Plan for Public Transportation establishes the following goals for Metro Transit's outreach and engagement:

- Build capacity to engage all communities in a manner that promotes and fosters trust.
- Empower people to play an active role in shaping Metro's products and services.
- Involve the public early in any planning process and offer opportunities for ongoing involvement.
- Support community-based solutions to problems.
- Be responsive and accountable to the public.
- Explore innovative ways to report to and inform the public.
- Increase customer and public access to understandable, accurate and transparent information.

The community engagement plan for the I-90 Corridor Project used a set of strategies and tools designed to achieve these goals. The intention was to strengthen the relationship with the community by being transparent about the decision-making process, keeping people informed of their opportunities to engage, and reflecting back what we heard on a regular basis using communication tools such as the 'Have a Say' blog and Facebook page.



'Have a say'

Communications used the 'Have a Say' graphic identity to establish a framework for the engagement efforts, from website to meeting materials to bus shelter posters. Overall, the identity helps to build public awareness about opportunities to engage in Metro Transit's ongoing planning efforts. The online engagement portal allows community members to weigh in on projects and track progress through the decision-making process. At open houses, the public can engage in conversation about their views while deepening their understanding of other's views at the 'Have a Say' station.



Communications also built in multiple feedback loops for the engagement process in order to be responsive and

accountable to community needs. The survey provided space for people to give feedback on the engagement process. More than 350 people took time to share their thoughts and ideas.

Gaining honest feedback:

"I appreciated the notices that were posted at the bus stops and the Metro employee providing handouts to commuters like myself."

– Route 215 rider

Notifications

Communications devised a notification process that combined face-to-face engagement with use of the many communication channels riders already use to receive information from Metro. The goal was to reach a representative sample of the bus riding population on the affected routes in the most cost effective manner.

Communications sent Transit Alerts to all route 210, 211, 212, 214, 215, 216, and 218 subscribers, which totaled 3,905 recipients. Of the 3,905 recipients, 40% were recorded as having opened the alert. Notices were also posted at all affected bus shelters in downtown Seattle and affected Park-and-Rides along the Interstate 90 (I-90) corridor.

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Communications also notified all affected Commute Trip Reduction (CTR) sites in downtown Seattle and along the I-90 corridor. And, personal phone calls/emails were sent to Eastside Transportation Partnership and the affected jurisdictions along the I-90 corridor.

A media release about the proposed changes was issued. Furthermore, Communications tweeted the changes using Metro twitter handle @KCMetroBus. These electronic communications resulted in the story being published in over six local blogs and Eastside media outlets.

Communications also boarded all affected buses to survey riders during the afternoon peak period and spoke to and handed out informational fliers at the Issaquah Transit Center and Eastgate Park-and-Ride during the peak morning commute period. An open house was also held during the lunch hour in downtown Seattle.

Online engagement

Communications solicited feedback via social media channels such as the 'Have a Say' blog and Facebook page and the @KCMetroBus Twitter account. Communications also developed an online survey to collect responses. During this time, more than 700 people filled out the online survey and almost 90 shared their comments via email or phone. The website analytics also show that over 500 people visited the website.

FACE-TO-FACE ENGAGEMENT

The efforts to engage people "on the ground" were varied and occurred at different times of day to reach the largest number of people possible. Communications hosted an open house, conducted outreach at the Issaquah Transit Center and Eastgate Park-and-Ride, boarded buses and reached out to all stakeholder groups.

Engagement methods:

Open house

Communications hosted a lunch-time open house in Great Hall at Union Station on January 31. About two dozen people attended the open house. Attendees included a group of Route 212 riders who were concerned about fewer trips going to the Eastgate lower platform, a group of Route 216 riders that were worried about Issaquah Highlands riders crowding out Sammamish riders, and a group of Bellevue College students who would be impacted by Route 216 changes that were made in February.

Transit Center/Park-and-Ride outreach

Riders at the Eastgate Park-and-Ride and Issaquah Transit Center were informed about the proposals when staff handed out informational fliers and spoke to riders during the peak morning commute period.

Bus boardings

Communications and Metro staff boarded the buses of the affected routes during the afternoon peak period to hand out informational fliers about the project and talk to riders about their opportunities to comment. Approximately 500 fliers were given out during these boardings.

Stakeholder outreach

Communications coordinated with Metro's Employee Transportation Coordinators to send out information about the proposals to the affected Commute Trip Reduction sites in downtown

Gaining honest feedback:

"This is a great idea for Route 215! As a person who often commutes directly from Snoqualmie Ridge, I very much support it."

— Route 215 rider

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Seattle and along the I-90 corridor. The local jurisdictions were also contacted and briefings with affected Councilmembers were scheduled.

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Equity & Social Justice

Given the diversity of Metro Transit's bus riding population, our community engagement must ensure all voices are reflected in the decision-making process. Outreach for the I-90 corridor project included Spanish translations on all of our handouts. A Spanish phone line was also used as a method to record any comments left by limited English proficiency respondents. No inquiries were left on this dedicated line.

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Community Feedback Summary

More than 700 people completed the online survey which was designed to be multi-channelled. A multi-channelled survey allows for the filtering of results by boarding location and/or route. As expected, riders that would benefit from the proposed changes expressed general support, while riders that would need to connect to another route, walk further to get to their bus stop, or take a more crowded bus did not express support.

The following is a breakdown of the survey results by route:

Route 210

Proposed change: revise to serve Eastgate freeway station.

- Of the 141 respondents from Eastgate Park-and-Ride, 78% expressed support to revise Route 210 to serve the Eastgate freeway station. And about 48% of the 23 respondents from Route 210 also expressed support for this change.

Gaining honest feedback:

"In general, for me, riding time is less of an issue than waiting time. I need more buses that run more often."

– Route 210 rider

Route 211

Proposed change: revise to skip South Bellevue Park-and-Ride and serve Eastgate freeway station.

- Of the 151 respondents from Eastgate Park-and-Ride, 76% expressed support to revise Route 211 to skip South Bellevue Park-and-Ride and serve the Eastgate freeway station. Approximately 1% of the 28 respondents from Route 211 expressed support for this change.

Route 212

Proposed change: reduce number of trips serving Eastgate Park-and-Ride lower platform.

- Of the 178 respondents that board a bus at Eastgate Park-and-Ride lower platform, about 50% indicated they would still board the bus at the lower platform instead of the freeway station in order to get a seat and take advantage of the better passenger facilities.

Route 214

Proposed change: end Route 214 at Issaquah Transit Center which would eliminate tail to downtown Issaquah. Add trips to supplement loss of Route 215.

- About 15% of the 132 respondents from the Issaquah Transit Center indicated the Route 214 tail to downtown Issaquah was very or moderately important.
- Of the 130 respondents at Issaquah Transit Center about 59% expressed support for the change to Route 215 while an additional 20% expressed conditional support, citing concerns about a loss of trips serving the transit center.

Route 215

Proposed change: skip stop at Issaquah Transit Center.

- Of the 29 respondents from the Snoqualmie/North Bend area, 97% support the change to revise Route 215 to skip stop at Issaquah Transit Center

Route 216

Proposed change: revise to serve Issaquah Highlands Park-and-Ride and skip stop at Mercer Island Park-and-Ride.

- Of the 203 respondents from Route 216, about 67% support the change to serve Issaquah Highlands Park-and-Ride, while an additional 14% expressed conditional support, citing concerns about not having enough capacity on the bus to get home in the afternoon.

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- Of the 18 respondents from Mercer Island Park-and-Ride, about 17% expressed support for the change to have Route 216 skip this stop.

“Thank you in advance for anything you can do to ease crowding and improve travel times on the 218 during peak travel times.”

– Route 218 rider

Route 218

Proposed change: add trips.

- Route 218 respondents expressed support for additional trips.

An additional 88 comments were submitted via phone or email. The most common themes expressed in these messages were:

- Concern about a reduction of trips at Eastgate Park-and-Ride lower platform (22 responses).
- Support for Route 215 change to eliminate stop at Issaquah Transit Center (17 responses).
- Concern about overcrowding on Sound Transit Regional Express Route 550 at Mercer Island Park-and-Ride (8 responses).

WEB, BLOG, AND SOCIAL MEDIA ANALYTICS

In addition to reaching out on the bus and in meetings, we implemented a robust online engagement effort using the project website, Metro Matters blog and the ‘Have a say’ Facebook page. The following is a quick summary of how many people we reached using these online tools:

- 500+ people have visited the project website
- 111 have people viewed the Metro Matters blog post
- 95 people have viewed the ‘Have a say’ Facebook posts

Appendix A

Survey Results by Boarding Location

Issaquah Highlands/Sammamish

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
210	0.0% (0)	0.0% (0)	0.0% (0)
211	3.6% (6)	1.8% (1)	3.1% (7)
212	3.0% (5)	0.0% (0)	2.2% (5)
214	1.8% (3)	3.6% (2)	2.2% (5)
215	2.4% (4)	3.6% (2)	2.7% (6)
216	7.7% (13)	100.0% (56)	30.7% (69)
217	0.0% (0)	0.0% (0)	0.0% (0)
218	96.4% (163)	10.7% (6)	75.1% (169)
550	2.4% (4)	0.0% (0)	1.8% (4)
554	17.2% (29)	12.5% (7)	16.0% (36)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
Eastgate lower platform	0.0% (0)	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	100.0% (169)	0.0% (0)	75.1% (169)
Issaquah Transit Center	0.0% (0)	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	100.0% (56)	24.9% (56)

30. How often do you ride the bus?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
3 or more days a week	94.0% (157)	94.3% (50)	94.1% (207)
1 to 2 days a week	3.0% (5)	3.8% (2)	3.2% (7)
Occasionally (less than once a week)	3.0% (5)	1.9% (1)	2.7% (6)
Never	0.0% (0)	0.0% (0)	0.0% (0)
answered question	167	53	220
skipped question			5

31. Where are you typically going for your destination? (If you do not see your stop listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
Downtown Seattle	88.2% (149)	76.8% (43)	85.3% (192)
First Hill	6.5% (11)	1.8% (1)	5.3% (12)
Eastgate Lower Platform	0.0% (0)	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	10.7% (6)	2.7% (6)
Mercer Island Park and Ride	0.0% (0)	1.8% (1)	0.4% (1)
Issaquah Highlands Park and Ride	2.4% (4)	0.0% (0)	1.8% (4)
Issaquah Transit Center	0.6% (1)	0.0% (0)	0.4% (1)
North Issaquah Park and Ride	0.0% (0)	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area Park and Ride facilities	0.0% (0)	0.0% (0)	0.0% (0)
South Bellevue Park and Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Sammamish Park and Ride	0.0% (0)	5.4% (3)	1.3% (3)
Other (please specify)	4 replies (2.4%)	2 replies (3.6%)	2.7% (6)

answered question	169	56	225
skipped question			0

32. When do you usually arrive at [Q31]?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
5-6 a.m.	1.2% (2)	0.0% (0)	0.9% (2)
6-7 a.m.	12.0% (20)	23.6% (13)	14.9% (33)
7-8 a.m.	33.5% (56)	34.5% (19)	33.8% (75)
8-9 a.m.	39.5% (66)	29.1% (16)	36.9% (82)
9-10 a.m.	10.8% (18)	12.7% (7)	11.3% (25)
Other (please specify)	5 replies (3.0%)	0 replies (0.0%)	2.3% (5)
answered question	167	55	222
skipped question			3

33. Metro is proposing to streamline Route 216 by having it serve Issaquah Highlands Park-and-Ride and bypass the traffic congestion in North Issaquah. Riders who use this part of the route would have the option of taking routes 269 or 927 from Sammamish Park-and-Ride to Issaquah Transit Center where they can connect to routes 214 or 554. Additional trips may also be added on the 216 to provide more capacity for riders at Issaquah Highlands Park-and-Ride. Would you support this change?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
Yes	78.7% (118)	36.4% (20)	67.3% (138)
No	9.3% (14)	43.6% (24)	18.5% (38)
Other (please specify)	18 replies (12.0%)	11 replies (20.0%)	14.1% (29)
answered question	150	55	205
skipped question			20

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
It would take more time	0.6% (1)	46.3% (25)	11.9% (26)
It would take less time	68.3% (112)	24.1% (13)	57.3% (125)
It would take the same amount of time	26.8% (44)	14.8% (8)	23.9% (52)
I don't know	4.3% (7)	14.8% (8)	6.9% (15)
answered question	164	54	218
skipped question			7

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Count
	106 replies	46 replies	152
answered question	106	46	152
skipped question			73

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
Faster bus trips	34.1% (56)	49.1% (27)	37.9% (83)
Buses that come more often	65.9% (108)	50.9% (28)	62.1% (136)
answered question	164	55	219
skipped question			6

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Highlands Park-and-Ride	South Sammamish or Bear Creek park-and-rides	Response Totals
An available seat on a bus	54.6% (89)	61.8% (34)	56.4% (123)
More bus trips earlier in the morning and/or later in the afternoon	45.4% (74)	38.2% (21)	43.6% (95)
answered question	163	55	218
skipped question			7

Crosstab Option 1	Issaquah Highlands Park-and-Ride
Crosstab Option 2	South Sammamish or Bear Creek park-and-rides

	Crosstab Option 1	Crosstab Option 2	Response Text	
1	X		I have been using 218 since it started from the Highlands P&R - the service has continually declined. I'm sure that these proposal will greatly assist the Highlands riders, but unfortunately they have come way too late.	Jan 17, 2013 5:46 PM
2	X		I strongly support the addition of busses to Route 218. They are very over-crowded. This morning, leaving from Issaquah Highlands P&R, the 8:00 bus was already overflowing with standing-room-only and turning people away before it even left the P&R - it's starting location. In the evenings, the 218 is often standing-room-only and sometimes too crowded to fit more people before it even gets to the University Street station. I take this bus in both directions every day, and having more busses to handle the crush of people would be a very welcome change. Thank you for considering it.	Jan 17, 2013 5:48 PM
3	X		I think these are great ideas overall. The routes to and from the Issaquah Highlands P&R are full most of the time. I would also like to see the express 218 route offered a few times between 9-10am period.	Jan 17, 2013 5:48 PM
4		X	The 216 is full already. Adding the Highlands stop will help 218 but overcrowd 216.	Jan 17, 2013 5:49 PM
5	X		please add more routes for 218, especially mornings departing Issaquah at 8 am and afternoons departing Seattle at 5 or 5:30 p.m. - the buses are overcrowded and no standing room at times.. thank you for listening	Jan 17, 2013 5:51 PM
6	X		My departure from downtown to Issaquah is irregular and frequently after 6:30PM. It would be great to add a few extra express routes on 218 up to 7:30PM. The 554 is longer route and too far between departures....	Jan 17, 2013 5:57 PM
7		X	What about an express bus to Sammamish? That doesn't stop anywhere else?	Jan 17, 2013 5:57 PM
8	X		We need two things a) More frequency of buses plying to Issaquah Highlands in the AM (7-9) and PM (5-7) b) Not have other buses (like 216) comes to Issaquah Highlands. There is insufficient parking as it is. And if the Sammamish folks also park at the highlands - its going to a nightmare.	Jan 17, 2013 6:00 PM
9	X		I drive past the Bear Ck P&R (216) each day to go to the Issaquah Highlands P&R (218) as the 216 trips are limited. I would like to see an express 216 like the 218 with a limited number of stops. Both routes need more busses, I often cannot get on the bus (216 & 218) as they are already full! The drivers are very courteous and good! Just need more busses.	Jan 17, 2013 6:00 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
10	X		Adding a few buses to the 218 route both in the morning and afternoon will be a huge improvement. I dont get passed up standing on the Pioneer Tunnel platform any longer now that the 218 skips the Eastgate stop, but I still always have to stand up along with others for the ride to the Highlands P&R. I am looking forward to this change.	Jan 17, 2013 6:01 PM
11	X		I would think it would be better to remove Eastgate stop from the 218 AM route and drive straight to downtown. The Rainer stop is also time consuming which multiple buses cover that stop.	Jan 17, 2013 6:01 PM
12	X		Love the idea of more buses going to issaquah highlands. Would love if the 218 didn't service the eastgate freeway stop in the mornings as well. Hardly anyone rides the 554 when leaving from the highlands, I think it would be fine if that was the only bus that serviced the eastgate freeway station in the mornings.	Jan 17, 2013 6:02 PM
13		X	I am worried about congestion on road between South Sammamish park and ride and Issaquah Highlands as well as on I90 before the HOV lanes start. I used to take the 218 but switched to 216 due to traffic congestion. If it adds a lot of time, I will probably drive down to Issaquah and take the 214 instead. Also I am worried that the 216 will be overcrowded with Highlands riders unless the two buses are at the same time.	Jan 17, 2013 6:07 PM
14		X	I like eliminating the stops at Eastgate and Mercer Island. I'm not sure if any changes are being proposed for route 269, but I rely on 269 in the morning from Sammamish to Downtown Seattle, and then usually take 218 back to Iss. Highlands. I fully support more buses on the 218 route.	Jan 17, 2013 6:13 PM
15	X		It would mean that: 1) we could actually get on the bus - sometimes driver have to bypass stations because we are already at max standing 2) that at least sometimes you could actually get a seat	Jan 17, 2013 6:26 PM
16	X		The 218 buses that I take most frequently leave between 735 and 755 am. In the evening I take any 218 after 5 pm. Often it is a standing bus only in the morning with some occasions of a full bus that leaves riders behind for the next bus and on occasions having to bypass eastgate for pick up. In the evening I board in the International district where the buses are too full to board. This has become less frequent since the decision to not stop at eastgate in the evenings. However an increased frequency of 218 buses between 430 to 6 pm is ideal based on my observations during my travel times. Thank you for listening to my feedback written while standing on the 218 headed to Issaquah.	Jan 17, 2013 6:28 PM
17		X	The proposed change to route 216 will have significant overlap with existing 554+269 route, and will add more commute time. A better change would be adding more buses to support existing 216 route, rather than making it longer and less efficient.	Jan 17, 2013 6:28 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
18	X		Need less people parking at the issaquah park and ride, it is too full. Also, need to eliminate stop on 218 at eastgate in the mornings. Faster commute in the mornings without it.	Jan 17, 2013 6:41 PM
19	X		On 218 going west in the mornings I'd like drivers to have an option to bypass Eastgate P/R provided all of the following is true: 1. No one requested a stop; 2. Bus is sufficiently full for whatever reason (previous bus didn't show up, unusual number of passengers, etc)	Jan 17, 2013 6:46 PM
20	X		Thanks for addressing this. Please provide connections for 556 as well since it is quite well used.	Jan 17, 2013 6:46 PM
21	X		It would be great if you could add more buses and times to the 218 route. I drive from North Bend to the Issaquah Highlands and would catch the 218 more often if there were more frequent buses. I will sometimes drive further toward Seattle to another park and ride, because of the limited times but I would prefer to catch the 218 bus if there were more options. The 218 is also very crowded. On the ride home this week, it was standing room only - and it's a long ride to stand if you are going from Seattle to Issaquah Highlands. Thanks.	Jan 17, 2013 6:51 PM
22	X		the tremendous issaquah highlands development growth and population increase need to be taken into account - the potential for very large increases in ridership is there thank you for discontinuing the freeway stop for rout 218 - it has made a world of difference in my life i have also observed how many more new riders have flocked to the 218	Jan 17, 2013 6:58 PM
23	X		I appreciate the additional 218 routes as its quite crowded now. (I'm standing as I type this). The 211 change gives me an option for a mixed mode (bike) commute partway. Thanks	Jan 17, 2013 7:09 PM
24	X		I think Rt. 215 still needs to connect North Bend with Issaquah Transit Center. There are a lot of westbound transfers made at ITC.	Jan 17, 2013 7:15 PM
25	X		The 218 continues to be overcrowded, especially in the morning since buses were taken away from our route. Every bus is packed and standing room only when it leaves the P&R. When it stops at Eastgate it is even worse. You need to add back in more frequent departures in the morning. Used to have buses every 10 min. during the peak hours, now there is often times a 20+ minute gap between buses leaving the P&R. the buses are not arriving or leaving on schedule. (My bus today was actually 20 minutes behind schedule). Very frustrating and very annoying. If you come up to the Highlands you will see that there is continued growth, new housing and businesses going in everywhere, our P&R is almost at 100% capacity in the garage and you take buses away.	Jan 17, 2013 7:35 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
26		X	<p>With the change for 216 not stopping at the Eastgate freeway station in the afternoon, I would have no bus to take me back home near South Sammamish P & R.</p> <p>Please note that I can't take South Transit 554 since it's too late for me to pick up my kid in the afternoon.</p> <p>I would really appreciate if you can provide a solution for me.</p> <p>Please contact me at bwu_99@yahoo.com.</p> <p>Thanks.</p> <p>Bing</p>	Jan 17, 2013 7:52 PM
27	X		<p>I think this would improve the time. The biggest problem I run into in the afternoon is the buses are delayed. More route options would help stagger things. There is a huge peak load between 4:30 and 6:00.</p> <p>It would also help things if the ST 554 and 218 shared the tunnel through downtown Seattle. Currently, the ST554 is all surface streets.</p>	Jan 17, 2013 8:09 PM
28	X		<p>You guys are doing an awesome job overall! Would love some more 218 trips, but since you changed the route in the PM (no stop at eastgate), the buses have been not too bad. More trips in the am especially would reduce wait times.</p> <p>Again, thanks for all the good work you guys do!</p>	Jan 17, 2013 8:10 PM
29	X		<p>I would also support your Sggestions to 215 and 212, as I use these and your overall 212/215/218 suggestions align with my observations.</p>	Jan 17, 2013 8:16 PM
30	X		<p>Increase frequency of 556 between 3-5pm.</p>	Jan 17, 2013 8:23 PM
31	X		<p>When adding routes to 218 please look current timeless of route also. In the morning it runs on time however the evening commute, 5:00-7:00, can be up to 20-30 minutes behind schedule. More buses may only fix part of the issue.</p> <p>Also, cutting 216 from downtown Issaquah park and ride forces more cars up to the Highlands park and ride which is already at capacity by 8:30/9:00 am.</p>	Jan 17, 2013 8:40 PM
32	X		<p>I use mainly route 218, and would love if there was a 218 earlier (before 3:30pm) and later, after 7pm.</p> <p>It shouldn't be as often, but there would be a possibility to leave work early in case of a sick child for example, or work overtime.</p>	Jan 17, 2013 8:45 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
33		X	<p>I take a Metro bus every workday, either the 216 or 218. I have been quite satisfied with the service provided and the attention Metro has given to improving the service.</p> <p>I most often ride the 216 to/from Sammamish, frequently getting off at Mercer Island in the AM and on the way back from Seattle, I frequently get off in North Issaquah. Sometimes I ride the 216 all the way from Sammamish and back. If the 216 changes are adopted, it would lengthen my commute to the point where I may consider driving some days.</p> <p>I occasionally ride the 218 to/from the Issaquah Highlands, but would definitely not want to drive to the Issaquah Highlands every day.</p> <p>Thank you for considering this input.</p>	Jan 17, 2013 9:13 PM
34	X		<p>I love all your ideas for the 214, 215, 216 and 218!! I just wish you could implement them SOONER than next fall. We really need relief out here in Issaquah and Sammamish!!!</p>	Jan 17, 2013 9:52 PM
35	X		<p>Thank you for asking.</p>	Jan 17, 2013 10:22 PM
36	X		<p>Need better daytime option to get to Issaquah park and ride. End up trying to find parking at mercer island P&R when I have an afternoon appointment because I can't get back to the highlands in a reasonable amount of time. Mercer island always runs out of spaces early.</p> <p>Better to impliment some sort of line up down in the tunnel for busses. Right now you have everyone trying to scan at the back door and rush to beat the people from the front door. Why not just put a mark where people could line up to board?</p>	Jan 17, 2013 10:42 PM
37	X		<p>Put a "stop" light at the Ranier Freeway Station. The bus always has to slow way down to see if someone is there.</p>	Jan 17, 2013 10:45 PM
38	X		<p>I have to stand on the bus 50%of the time both going to Seattle and coming back to the Issaquah Park and Ride. It will be wonderful to have more bus routes and this will be beneficial to my commute time.</p>	Jan 17, 2013 10:47 PM
39	X		<p>I take the 211 in the morning to arrive at First Hill. A reduction in the stops would get me there faster, which is great.</p> <p>I take the 218 home from the first station to Issaquah Highlands in the afternoon between 4:30-5:00pm, usually arriving at 4:38. I think that at least one more departure added between 4:30pm and 5:00pm The gap between the 4:34 bus and the 4:48 bus is too long for the demand.</p> <p>Thanks.</p>	Jan 17, 2013 10:53 PM
40	X		<p>i very much support this proposal. thank you for considering our concerns.</p>	Jan 17, 2013 10:54 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
41	X		Need more trips on route 216 so that I can take 216 which is closer and I like the idea of bypassing Issaquah which is very congested during peak times. Also need more trips for 218 as there are more riders now. Consider adding more parking spaces at Issaquah high lands with these route changes and increase in number of trips. The parking lot is almost full by 8:45 am	Jan 17, 2013 11:02 PM
42	X		I take 218 every day and the buses have been packed both direction, sometimes leaving people behind on some of the tunnel stops in the afternoon. The initial removal of two buses each way was a really bad idea and adding additional buses in both direction would definitely help.	Jan 17, 2013 11:06 PM
43		X	<p>Please continue to serve stops along 228th Ave. Sammamish.</p> <p>I do not think that the 216 should stop at Mercer Island, AM or PM. I believe that there are students who attend BC who need to get to Sammamish in the afternoon and there should be a convenient option for them.</p> <p>Metro should set a goal to have 216 afternoon departures on time. When taking the 216 scheduled to depart the International District stop at 6:15 PM, I have often waited up to 30 minutes for the last bus to Sammamish. Also, the 216 scheduled to depart from the International District stop at 5:45 PM is often up to 20 minutes late as well. More important to me than faster bus ride or more buses is that scheduled buses arrive on time.</p>	Jan 17, 2013 11:20 PM
44	X		I have sent emails expressing my concerns over the overcrowded buses and buses not showing up on time. I am glad to see the proposed changes. I am new to the Issaquah highlands area and it seems to be growing. In the short time I have been going to the Highlands park and ride it seems to be more crowded but bus service has been cut. I also like the idea of the 216 running to the Highlands park and ride. Having another bus option in the tunnel would be beneficial. Now if the bus does not show up I have to go up on the street for the 554.	Jan 17, 2013 11:57 PM
45	X		<p>* Have 554 go beyond Issaquah Highlands P&R to Sammamish and Bear Creek P&R because there is no bus going thru Sammamish on weekends.</p> <p>* If the 216 serves the Issaquah Highlands, it will have same route as 218, so better just use these buses for 218 and extend it to go thru Sammamish and Bear Creek P&R. Doing that will assure more passengers on each trip and will avoid Sammamish drivers going to Issaquah to Park-and-Ride.</p>	Jan 18, 2013 12:01 AM
46	X		Huge plus that 211 will stop at Eastgate Freeway Station. Great that 216 will stop at Issaquah Highlands.	Jan 18, 2013 4:58 AM
47	X		Please add an earlier bus departure from downtown Seattle. The first one out of Seattle is packed and a lot of people do what I do...take the 218 to work and the 554 home because it leaves downtown earlier in the afternoon. However, the 554 trip is significantly longer than the 218.	Jan 18, 2013 7:57 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
48	X		I support the proposed changes. It looks like it has been well thought out and I believe will help with congestion and my personal needs for commuting. Thank you!	Jan 18, 2013 8:16 AM
49		X	As long as Metro continues to provide 216 service from the South Sammamish P&R to the Issaquah Highlands P&R in the morning and the reverse in the afternoon, AND as long as Metro follows through with no longer having the 216 stop at Mercer Island P&R (inbound and outbound) and Eastgate Freeway station (outbound only). I am fine with this proposal. If, however, Metro is considering removing 216 service from the South Sammamish P&R then I am vehemently opposed to this proposal. I understand Issaquah Highlands is a high density development, but residents in that area could also drive to the South Sammamish P&R. I do not want to be forced to drive to the already extremely over-crowded parking structure at the Issaquah Highlands P&R to catch what may or may not be a less-crowded bus.	Jan 18, 2013 8:33 AM
50	X		218 needs more options back to Issaquah.	Jan 18, 2013 8:50 AM
51	X		Eliminating Bellevue Park and Ride from 211 makes sense from what I see taking this bus fairly often. The small number of riders that get picked up and dropped off at this location could use the nearby Eastgate Park and Ride. I always questioned why this route was called an express when it had so many stops and this will help speed things up for the majority of riders.	Jan 18, 2013 8:51 AM
52		X	Route 216 should stat the same but drop Mercer Island. Add more routes to 216.	Jan 18, 2013 8:55 AM
53	X		It makes no sense to me for the 218 (and the 216 in the future) to stop at Eastgate in the morning. It is confusing for riders who get on there, they expect to be able to ride the same bus home in the evening. The same buses that serve Eastgate in the pm also serve the serve it in the am, and I doubt there are more riders going into Seattle than coming back from Seattle, so there doesn't seem to be any reason for this am stop for the 218. Issaquah Highlands is a busy park and ride, the 218 fills up there and any riders getting on at Eastgate have to stand. It would also be nice to have an express bus to Seattle, cutting out the time of the extra stop. I hope the proposed changes will reduce crowding enough to allow me to be able to sit down on the bus on the way to Issaquah Highlands in the evening. Although eliminating the Eastgate stop reduced crowding just enough to allow me to almost always get on the bus (is usually isn't too crowded to stop now), I still have to stand on a crowded bus for the entire trip. After a 10-hour day at work, this is exhausting.	Jan 18, 2013 8:56 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
54		X	<p>I am more interested in Route 216, would be good to have more trips while coming back from Seattle. Have one earlier trip starting at 3PM and also have one trip that is later than 6:15 in the tunnel. I work in downtown and need to be home to pick up my kids from school in the evenings and the first bus (3:40 PM) in the evening comes around 4:40 PM where are schools release kids by 3:45PM. This has been a major inconvenience preventing me from taking 216 even though I love to ride from home. I have heard the similar complaints from few of my friends.</p> <p>Also, the last bus from Westlake center is 6:15 pm and is always very very packed. Writing this as my husband takes bus from this stop. He says the stop is very full at this time and the buses are late most of the time. His request is to have one more bus after 6:15 pm for times when they have to have late meetings.</p>	Jan 18, 2013 9:01 AM
55	X		While the trip would take approximately the same amount of time, adding more trips on Route 218 would eliminate constant overcrowding.	Jan 18, 2013 9:25 AM
56	X		Saving time and money are most important. I could drive to work in less time it takes to take the bus but can't afford gas and parking. Would really appreciate more stress free commute that would also give me more time for my family!	Jan 18, 2013 9:30 AM
57	X		I am very happy that Metro has finally considered making some changes to the proposed routes. I think it is long overdue. I have written similar suggestions to Metro in the past, but never heard responses back, and I am finally glad that Metro seems to be listening. These changes would decrease my commute time significantly and will probably prompt me ride the bus more frequently. I like using mass transit, but not when it is almost 2 times slower than my commute by car; it is just not worth it to me. My time is valuable; just like everyone else's!	Jan 18, 2013 9:32 AM
58	X		It would also be helpful to have a 3pm option to the Highlands for 218	Jan 18, 2013 9:55 AM
59	X		<p>The 218 afternoon bus is rarely on time. I see numerous 255, 550, and other buses arrive. Why are the 218 afternoon bus arrival times so unpredictable?</p> <p>Also, I believe ridership on the 218 would increase if there were more buses. As it's afternoon schedule is erratic and it is often overcrowded, many riders have taken to driving downtown, myself included. People are often negative about riding the bus for these reasons, and they avoid taking jobs in downtown Seattle.</p>	Jan 18, 2013 10:01 AM
60	X		269 buses needs to be connected to 218 timings as it looks lot time to transfer	Jan 18, 2013 10:09 AM
61	X		I ride the 218 4 times a week and the morning routes are the worst (IH park and ride). There is standing room only and usually people have to wait because there is no room. You need to consider adding back 2-3 routes between 7:30-8:30. There are far too many people on the eastside to not have more routes added. Thank you!	Jan 18, 2013 10:10 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
62		X	Please additional trips to Route 216. Especially the evening rides are crowded, and since 216 will go through the Highlands P&R (per proposal), they will alleviate the crowding of 218 buses. So instead of adding 6 trips to route 218, why not add 2 to trips to route 216 and 4 to 218.	Jan 18, 2013 10:12 AM
			Sammamish residents will be very grateful!	
63	X		We absolutely LOVE that you removed Eastgate from the 218 afternoon run. Have you considered doing that for the morning run? We also love that you kept the 218 in the tunnel, and that you added a few runs last year. These were great changes. Keep up the good work. The 218'ers feel like you really did listen to us and take action. Thanks.	Jan 18, 2013 10:14 AM
			In the coming years, when you move all the buses out of the tunnel, would you consider running the 218 up third past Westlake to Seattle Center? Many, many of us take additional surface buses north to that area, and running the 218 a few more blocks north would save an additional half hour of standing/riding/walking commute time. (This would be an alternative to going to Convention Center.)	
64	X		Add WiFi to buses	Jan 18, 2013 10:55 AM
65	X		Thank you!!!!!!!!!!!!!! Riding the 218, every bus I ride is packed like sardines. This slows boarding/deboarding at every stop and causes schedule slips. From my experience peak hours are 7:00 - 9:00 AM and 4:00 - 6:00 PM (a bit wider range than the previous question allowed). Assuming this is approved, the next big challenge for the Highlands park-n-ride is that the lot is at capacity already. With improved service, the garage will be full by 8:00 AM. This will be improved by the route change to the 216. Many 218 riders (including myself) drive by the South Sammamish Park-n-Ride on the way to Issaquah Highlands Park-n-Ride. Considering the 216 route change and that it will also server the highlands, I'd suggest adding all of the new 218 buses to be 216's instead (or change the 218 route to also serve S. Sammamish Park-n-Ride. This would instantly make that Park-nRide fully utilized and help to alleviate crowding at the Highlands.	Jan 18, 2013 11:14 AM
			Given that the proposed schedule is 8 months out, can you make an immediate change to return the two 218 routes that were converted to 212's with the last change? As it is, riders are being denied entry on a frequent basis (such as this morning).	
66		X	All South Sammamish P&R buses westbound are full by the time they leave. Granted, some get off at Eastgate, but not that many. hope you dont think that the highlands riders are going to get on.	Jan 18, 2013 11:23 AM
67	X		All of the proposals are very good. The only problem is timing. 9 months is far too long for riders to wait for reallocation changes, when serious overcrowding exists today, especially on route 218.	Jan 18, 2013 11:27 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
68	X		<p>The main affect I'd see it having is buses would never not show up in the highlands or if one was missed the next one would be a few minutes out, right now if a bus doesn't come (which seems to happen a ton between the 740-805 routes) its 25 minutes apart until the next one and at that point hundreds of people are in line so the bus leaves packed to the brim and it makes for a miserable commute, the ride home is pretty similar, I walk out of my way to get on the bus at convention place so I can get a seat and the same story there, sometimes its 20-30 minutes before a bus comes even though they are on the schedule every 10ish, again, buses get loaded up and its a miserable ride with that many people. I also feel bad for the drivers having to scream at everyone to move back and or "sorry you can't get on we've been full since westlake" - not fun for anyone.</p>	Jan 18, 2013 11:41 AM
69	X		<p>Eastside will continue to grow. As more and more houses get built more people will move to Sammamish, Issaquah highlands (new housing developments are going to be built in the next 2 to 3 years)</p> <p>Parking at Park & Rides is going to become very congested. Especially in the Issaquah Highlands P&R. Soon, we will need to find a solution to use the park&ride effectively.</p> <p>A large shopping complex and movie theatres are going to come up in the Issaquah Highlands, close to the P&R, this will increase the need for public transport in that area. Otherwise, the amount of traffic will increase in the junction and will cause delays for the buses.</p> <p>Lots of new companies are coming up in Downtown Bellevue. It will be good if there is a bus service to Downtown Bellevue. Right now, there is 556, but it is not frequent and it takes a long time to commute.</p> <p>In order to increase revenue you should charge a premium for the express bus services. Maybe, increasing the fare by 50 cents will be acceptable by most commuters.</p> <p>Is it possible to have double decker(tall) buses for certain routes? This might reduce the operating cost.</p>	Jan 18, 2013 11:42 AM
70		X	<p>Without serving Eastgate for 216, you really cut my way back to home in Sammamish!</p> <p>I'm already forced to transfer from Bellevue Factoria to Eastgate becaus of the new Eastgate freeway station. How many transfers will I have to take in the future?</p> <p>Feedback from a 5 month old babay's mom commuting between Sammamish and Bellevue Factoria every weekday.</p>	Jan 18, 2013 11:59 AM

	Crosstab Option 1	Crosstab Option 2	Response Text
71	X		<p>I've been taking the 218 into Seattle every weekday morning for over 6 years now and I really appreciate the bus service. Jan 18, 2013 1:13 PM</p> <p>I do have a couple of suggestions to make the trip more efficient and enjoyable:</p> <ol style="list-style-type: none"> 1. Please do not stop at the Eastgate Freeway Station in the mornings. There is absolutely no reason for this stop. Let me explain. If you analyze your data, you'll notice 99% of the passengers do NOT depart from the 218 at this stop in the mornings. In addition, the 218 bus is ALWAYS at full capacity (with standing room only for several trips) and it only adds time and frustration whenever the bus stops at Eastgate because there are always people trying to get on the bus from Eastgate and I strongly feel those passengers should use their own bus - 212!! Another reason I implore you to remove this stop is because for the very few passengers who need a ride to Eastgate have other bus options from Issaquah Highlands - 211, 554, & 556. Please listen to me and you'll have many more favorable feedback in the future! 2. For the 216 service, I totally agree with your proposal (I also don't think it needs to stop at the Eastgate Freeway Station...same reasons explained above). I live in Sammamish, so I've avoided using the 216 because of the wasted time of the bus going into Issaquah by Costco as there are 4 wasted bus stops and very rarely have passengers departed at those stops. I like the idea of encouraging the use of 269 and 927 routes instead. I would just recommend adding more of those routes during rush hour...I've also expressed my concerns regarding the very annoying Mercer Island stop for the 216 so I'm very thrilled to see that you're proposing to remove this stop! 3. While the bus tunnel is quite convenience for transit passengers, I really feel that the Light Rail gets way too much precedence over the buses in the tunnel. Not only do buses have to wait for up to several minutes at the tunnel entrance every time a Light Rail approaches, the buses also have to wait for several seconds between each tunnel stop while the rail slowly exits each stop. It drives me insane whenever the rail just waits around for passengers to enter the train when it should be more urgent and just hustle between each stop! There's no benefit to making all the buses wait several seconds between each tunnel stop because there's a train every 7 minutes during rush hour already!! There's no need for the train to constantly just sit and wait for several seconds.... <p>I hope you understand my comments and receive them well!</p> <p>Thanks!</p>

	Crosstab Option 1	Crosstab Option 2	Response Text	
72	X		<p>I think that more buses are needed on the 218 between 8 and 9 a.m. and 5 and 6 pm. I am very disappointed at the treatment that the 218 has received. There is only standing room only on the buses home after the University Street Stop. If you want a seat you need to get on by Westlake. The buses between 8 and 9 are not regularly on time. There is standing room only on all buses between 8 and 9 and when the buses are not on time it is worse. We need not just 2 more buses between 8 and 9, but we need more buses between 7:30 and 8:30. I think it is a mistake to bypass the Sammamish park and ride. I would probably take the 216 instead of the 218 if there was more and better service for the 216. But the 216 has too many problems with too few buses and too many times it is late or does not run. My employer is understanding of the bus problems, but I have rarely been on time since the September changes. I have to leave earlier and with the buses not running on time, I am often late. This week the 8:15 did not show up a couple of times and was late the other times and the 7:55, was 20 minutes late at least one time I am aware of. Please fix this problem. Also, the park and rides is filling up with cars faster and faster and I think Microsoft should find another place for people to pickup the bus so that the Metro/Sound Transit Riders can park there. By 8:00 there less than 100 places left to park.</p>	Jan 18, 2013 2:18 PM
73	X		<p>The 218 is massively over crowded. The morning bus leaving Issaquah at 7:55 is always late, so please adjust the schedule and have that bus waiting earlier.</p> <p>The afternoon routes out of seattle are really crowded. I have not had a seat going home to issaquah in several months, it has not improved since dropping the Eastgate freeway stop. This route needs more buses in both directions. That is really the only answer - 2 buses leaving in the morn at 7:45ish would be full, always a crowd with people standing.</p> <p>I use the bus time to work, but need to be seated to do that, becoming a bigger issue. I have standing room only 100% coming home, and 50% going into seattle.</p> <p>Thanks</p>	Jan 18, 2013 3:04 PM
74		X	<p>I would hope to see the 216 stop servicing the Eastgate park and ride. When the 212 route was moved out of the downtown bus tunnel, most riders for the 212, or I should say a lot of riders for the 212 switched over to the 216 which then became over crowded. I know in order to remain viable, you have to have full bus', but when you 15 to 20 people during peak hour commutes standing in the aisle because of no seats available, or people can't get on and have to wait for another bus, then your ridership will begin to decline. One reason I ride the bus is my commute time is about the same as when I drive, but I can tell you that as soon as I start having trouble getting on the bus' or they become uncomfortable because of over crowding, then I'm back to driving.</p>	Jan 18, 2013 4:28 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
75	X		Anything that can be done to reduce over-crowding on this route would be a welcome relief, both for AM and PM runs. Thank you for seeking the customer input.	Jan 18, 2013 4:52 PM
76		X	Rt 216 to Seattle will be quicker in the mornings and generally carry more passengers Rt 216 to Sammamish will become unbearable in the afternoons with the combined ridership of both the 216 & 218 on the 216 coaches. Why not keep the current 216 route and simply drop all mercer island stops and all eastgate stops? ?	Jan 18, 2013 5:36 PM
77	X		Thanks for your recent e-mail saying that you will increase service by 3-6 trips on the 218 route for AM and PM service. I want to assure you that increased service is absolutely necessary since it is standing room only every day both ways, and many times I can't fit onto the first or second bus Eastbound after 5PM at the Pioneer Tunnel station. There is currently a 20 minute gap in morning service from 8:15 to 8:35AM departing Issaquah Highlands, so I certainly hope you add back enough service so buses leave at least every 10 minutes after 8AM. I have been riding metro to work for 10 years, and the past year has been unbearable. Thank you in advance for anything you can do to ease crowding and improve travel times on the 218 during peak travel times.	Jan 18, 2013 5:42 PM
78	X		reconfiguration of the Issaquah Highlands entry and exit. Very dangerous means of egress with all pedestrians and vehicles traversing in the same entry and exit of garage. Can also take 20+ minutes to exit the P&R since it is a final destination and hundreds of people are attempting to leave at the same time. Toughest part of the commute is getting out of the P&R structure..	Jan 18, 2013 10:39 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
79		X	<p>This is a terrible idea. By doing this, you are going to alienate a sizable chunk of the people riding the 216 in the following ways:</p> <ol style="list-style-type: none"> 1. Bellevue College students and other people (including myself) use this route to commute to Eastgate from Sammamish. By removing the Eastgate stop in the afternoon, you are doubling our commute time. 2. This also applies to the people that commute from Sammamish/Bear Creek to Mercer Island. 3. The 216 is the ONLY route that serves some of the stops on SE 43rd Way in Sammamish, The people who live along the proposed routing already have the 269. And the 927 is not suitable as a commuter route for ANYBODY. 4. If you want more service to the Issaquah Highlands P&R, add more trips. Shoving those people onto 216s is only going to cause the same overcrowding problem that all of this restructuring is trying to solve. 5. If you absolutely have to delete the Eastgate stop, have the 216 stop at the Issaquah TC, kill the 214 and add a couple more 216 trips. 	Jan 19, 2013 7:35 AM
80		X	<p>Would the 216 originate at the Issaquah Highlands P&R? If so, wouldn't this mean a shortage of parking spots? Would the changed route not pick up along the way as it does now so that those of us that live near a "local" stop could still board the bus early at a small stop rather than fighting to find a parking space at the P&R?</p> <p>Thank you for listening to the complaints and trying to address them. It's appreciated that you are listening.</p>	Jan 19, 2013 10:06 AM
81	X		I really appreciate the fact that King County Metro is keeping a close eye on the transit demands and making smart decisions on how to optimize the customer experience under tight budget constraints. Kudos!	Jan 19, 2013 2:47 PM
82	X		rt 200 to Issaquah Highlands park and ride	Jan 20, 2013 6:02 AM
83	X		I like the idea of the 216 stopping at Issaquah Highlands to provide additional options for getting to/from downtown Seattle and the Issaquah Highlands. Thank you for considering this revision to the schedule. This, in addition, to eliminating the Eastgate flyer stop, will make a big difference for those of us on the far Eastside. Metro's responsiveness and changes to address these concerns that several of us have raised in the past few months is greatly appreciated.	Jan 20, 2013 1:13 PM
84	X		<p>Yes! Please add more trips between the Issaquah Park and Ride and downtown Seattle! Buses are over-crowded and it seems that oftentimes a driver doesn't show up in the mornings (around 7:30am)- adding to the backup and over-crowding.</p> <p>Thank you for considering these changes.</p>	Jan 20, 2013 1:35 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
85		X	<p>Boarding the bus at South Sammamish Park 'n Ride and going backward to get on the 218 makes no sense to me as it:</p> <p>Would add additional time to my commute - the other morning it took the 218 15 minutes just to get from the entrance ramp of I-90 to the HOV lanes on I-90.</p> <p>Reduce options for riders boarding or disembarking in North Issaquah.</p> <p>Would not alleviate the crowding coming home in the evening as many riders board in the tunnel and then get off at the International District.</p> <p>I do favor dropping the Mercer Island stop but not the Eastgate park n ride. Also would favor extending the HOV lanes east to Sunset Blvd.</p> <p>I favor adding the additional buses to the 218 route to alleviate crowding on that bus but don't believe that rerouting the 219 makes any sense.</p> <p>I favor addressing the problem of people boarding the bus in the tunnel who are only riding from one end to the other - it causes the buses to be overloaded and delays getting on and off at the tunnel stops.</p> <p>If this change goes through, I will drive to Issaquah or the Highlands to board a bus.</p>	Jan 20, 2013 8:58 PM
86	X		The changes to route 216 are perfect, I would definitely take this route more often since the reason that I avoid it currently is due to the congestion in the N. Issaquah / Costco / Exit 15 area and the additional stop on Mercer Island. Great change!	Jan 21, 2013 10:35 AM
87	X		I like it... I might end up switching to 216 from 218 if the times line up.	Jan 21, 2013 11:49 AM
88	X		Adding to 218 would be great. People from all over the plateau use this P&R. Only concern is if the parking garage is big enough. Also additional lights need to be added to get out of garage.	Jan 21, 2013 3:55 PM
89	X		The 218 is often overcrowded, and this is definitely a deterrent to taking the bus to or from work. It is no fun to stand up for 35 minutes on a crowded bus, or to have people hanging over you if you are so lucky as to get a seat.	Jan 21, 2013 4:18 PM
90	X		218 is usually completely full and has to turn people away. More 218 times would be great.	Jan 21, 2013 4:21 PM
91		X	There are quite a few riders, myself included, who commute from the Sammamish Plateau to Factoria (to T-Mobile in my case). Requiring us to change busses at the Issaquah Highlands P&R will add at least a half-hour to the commute each way. I am a daily rider and *really* do not wish to drive to work, but this would add an unacceptable delay to my commute.	Jan 21, 2013 9:21 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
92	X		You need to think about the popularity of buses that go through the bus tunnel. When the change was made to move the 212 to the surface streets, probably a lot of people still stayed in the tunnel and took a different bus. During the winter weather, waiting for a bus in the tunnel is much more appealing than standing outside in the cold. With the variety of park n' rides available, many people would probably change the place they park at in order to ride a bus that is more convenient.	Jan 21, 2013 11:14 PM
93	X		When the 218 changed the departure of the last bus to 9:03 (in Sept. 2012), I had to switch to the 554. It made my commute longer. Please restore the 218 at 9:10 so that I can drop my kids at school and still make this faster route. FYI, first school bell in Highlands is at 9:05. Thanks!	Jan 22, 2013 10:07 AM
94	X		The bypassing of the Eastgate Freeway Station on Route 218 was a welcome change. While I often still stand on the bus, at least I'm on the bus. While the Route 218 is frequently late in the evening commute, adding service would alleviate that problem. I also would mind seeing a couple "late evening" routes added for 218, in the 7 o'clock hour.	Jan 22, 2013 10:08 AM
95	X		Wonderful plan. I love it!	Jan 22, 2013 10:14 AM
96	X		I board the route 218 at Issaquah Highlands P&R at around 7:00 am to travel to downtown Seattle. The morning commute from Issaquah Highlands P&R is seldom too crowded. If it is, I don't have to wait too long for the next bus. But the afternoon trips from downtown Seattle to the Issaquah Highlands are ALWAYS overcrowded. I catch the bus at about 5:30 from the International District stop and NEVER got a seat before the eastgate stop was eliminated. After eliminating the Eastgate stop, I can occasionally get a seat, but I would estimate that 4 out of 5 days a week I still have to stand all the way to Issaquah Highlands P&R. I will be 66 in less than two months, and this is getting to be too difficult for me.	Jan 22, 2013 10:35 AM
97	X		I rarely ride the 218 bus anymore because of the overcrowding in the afternoons. I walk with cane because of mobility issues and problems standing long periods. The problems I've had when I was riding the bus are: sometimes I could not even get on afternoon bus because bus was too full; able riders sit in the disabled/senior area of bus and don't get up; 1 of out 5 bus drivers DO NOT offer assistance in securing a seat in front or anywhere on bus. I've had to change my preferred work hours to carpool with someone who drives in later morning. On days when my carpool drivers do not come in to Seattle, I usually stay home from work to avoid the problems trying to safely ride 218 in afternoon (which may affect my job security at some point).	Jan 22, 2013 10:49 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
98	X		<p>The morning buses from the Highlands at 7:17, 7:24 and 7:35 are always busy, and many times standing room only. I usually take one of these buses, and many times have to stand. Please add some more buses during this time in the morning.</p> <p>In the afternoon, I take the 218 bus from the University Street tunnel at 4:11pm. I get off work at 4pm, so ideally I would like a bus at 4:05pm. There's just too much time in between buses from 3:56pm and 4:11pm. Thank you.</p>	Jan 22, 2013 12:45 PM
99	X		<p>Long term there HAS to be light rail out to issaquah.</p> <p>Short term expanded service on the 218 would make a huge difference. Also, increasing the available options to go from the issaquah highlands to the downtown bellevue park and ride.</p>	Jan 22, 2013 6:04 PM
100	X		<p>please add 218 capacity. the demand is there. I am tired of not being able to get on a bus, and when i can, having to stand.</p>	Jan 22, 2013 8:41 PM
101	X		<p>Thank you for adding more 218 buses at each end of its route. You might consider adding an additional bus or two after the end of the morning commute and before the beginning of the evening commute.</p>	Jan 23, 2013 8:29 AM
102	X		<p>Parking is already near capacity at Issaquah highlands. Moving route 216 there would make that worse.</p> <p>Would also like you to consider removing the eastgate freeway stop in the morning from the 218. Eastgate has plenty of their own routes. They don't need to slow us down and make us more crowded.</p>	Jan 23, 2013 9:41 AM
103	X		<p>Additional afternoon 218 busses from downtown Seattle would be helpfull, especially between 5:30 - 6:30PM as busses are often delayed, and usually very crowded - standing room only.</p>	Jan 23, 2013 11:56 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
104	X		<p>It would be nice if you could quickly (not wait till April) put back the 2 morning and afternoon routes that you removed when you stopped the 212 route that would be something that could quickly improve the commute for Route 218 and give Metro a chance to evaluate and see if additional buses are still needed or not. The schedule before the change was perfect in the morning even including the Freeway Station it was the evening commute that did not work because of eastgate.</p> <p>Now the buses are so full in the morning and its because mainly the timing is wrong. Most everyone needs to get to work before 9AM. There are a lot of buses between 7-8 but not many between 8-9 actually only one bus can I take, and get off at Westlake, that will get me to work before 9AM without having to stand around 30 minutes early waiting for my office to open.</p> <p>Also having a express bus after 9AM is really convenient for some of us who miss or dont want to stand on the 8:56 bus.</p> <p>Also a note the park and ride is almost full at 9AM so anymore additional routes will make parking a problem.</p>	Jan 23, 2013 3:15 PM
105	X		<p>The 218 bus is most generally filled to capacity during morning and afternoon rush hour commutes. I was surprised last night when I caught the bus at 6:15 pm that it was still totally packed like sardines. Traveling at the speeds the buses do on I-90, I think it is particularly dangerous for all of the people that are standing during the commute. Adding buses to both the morning and afternoon rush hour commutes would definitely help this problem. Having the 218 bypass Eastgate P&R on the way home at night has definitely helped some, but our buses are still always overcrowded.</p> <p>Thank you for continuing to assess the problems with metro service and for continuing to ask for our feedback.</p>	Jan 23, 2013 3:44 PM
106	X		<p>Thank for eliminating the stop at Eastgate. It has not only decreased crowding although the bus is still crowded, but has also decreased the time it takes me to get home because the bus doesn't have unload all the senders so people can get off at Eastgate and the reload the people who want to continue plus all the people who took other less crowded routes to Eastgate to get on the 218. I have not had a bus too full to get on since we quit stopping at Eastgate.</p>	Jan 23, 2013 9:22 PM
107		X	<p>The new 216 route does not go anywhere near where I get on. Sometimes I get on at Sammamish P&R, and the route from there is longer too. Fortunately I only use this route occasionally.</p>	Jan 23, 2013 9:59 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
108		X	<p>Why do the Issaquah Highlands passengers get preferential treatment over Bear Creek/South Sammamish Park & Ride passengers? By moving the 216 to the Highlands our bus will become more crowded, in order to help relieve the crowding on the 218. When passengers in the tunnel miss their 218 they will know that the 216 is coming in 5-6 minutes and get on it, adding to our overcrowding. While it's fine when I get on at Westlake, it normally gets full by the time it exits the tunnel. I have no problem with stopping at Mercer Island, and in the two years I have been riding it, have never experienced any traffic congestion in Issaquah. Many of us also like to get off at the stop near Costco in Issaquah, buy a few things and catch the next 216 a half hour later to continue home, saving gas and adding to traffic by having to drive back there. In my case, when we do our monthly Costco run I get off and meet my wife there, then we go home in her car.</p> <p>Also, we have people that get off at North Issaquah, and others that are picked up at a stop near Providence Point that will have to transfer and spend double the time to get to their workplace. My recommendation is to just eliminate the Eastgate stop for 216, and just add buses to the 218 route.</p> <p>Your real problem is that the 212 people are unwilling to wait outside on the street for their bus so they take whatever is in the tunnel that stops there.</p>	Jan 24, 2013 8:54 AM
109		X	The 216 does not have a problem negotiating N Issaquah as far as I am concerned. Going to Iss Highlands only benefits 218. I recomend you provide additonal coaches to 218 and leave 216 route as is along with dropping Eastgate in the afternoon.	Jan 24, 2013 12:41 PM
110	X		Skip the Eastgate Park/Ride stop for 218 all together (both directions). 554 serves all major Eastside Park/Ride and haveing 218 stops there is duplicate. There is already high demand for people going to and from the Issaquah Highlands Park/Ride alone without the Eastgate riders.	Jan 24, 2013 12:51 PM
111		X	<p>I am extremely supportive of the idea of adding more 216s, as I would like to use the S. Sammamish P&R more, instead of often driving past it to get to Issaquah Highlands (218) or Issaquah Transit Center (214/215).</p> <p>The proposed route changes to the 216 will reduce my ride time between S. Sammamish P&R and downtown, and probably cause me to use that more often than I do today. However I still expect to use the 218 from Highlands P&R quite often, because of how much more frequent the 218 is than the 216.</p> <p>Eliminating the 215 stop at Issaquah Transit Center while increasing service at the Issaquah Highlands makes the latter a better choice for me. I probably won't use ITC anymore.</p>	Jan 24, 2013 1:49 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
112		X	<p>The 216 is the only direct bus from Eastgate to Sammamish center. If you don't stop at Eastgate in the PM (eastbound) then the folks who need to get from Factoria area to Sammamish are going to be very inconvenienced. I carpool to the Park and Ride with someone who gets off at Eastgate. If I can't get the same bus in the evening as my ride, we will be forced to each drive to the park n ride. The park and rides are already pretty full.</p> <p>Also, from what I've heard from several other riders, the 216 (and before you took it away, the 218) ridership from Seattle to Eastgate was high because the folks who would normally ride the 212 didn't want to be outside on the surface streets. If you put a couple of the 212 buses back into the tunnel so people don't have to wait outside in the rain, cold, dark, they could ride the 212 to Eastgate instead of the 216/218.</p>	Jan 24, 2013 2:52 PM
113		X	<p>My main concern is that the proposed route change to go to Issaquah Highlands before S. Sammamish P&R will mostly benefit the 218 riders, not the Sammamish riders. I am adraid 216 will be crowded with 218 riders, and the time it takes from Highlands to Sammamish P&R would be long, so there won't be time saving.</p> <p>My suggestions:</p> <ol style="list-style-type: none"> 1. Keep the existing 216 route thru Issaquah, but get rid of either Mercer Island or Eastgate Freeway Station. Several bus routes are already serving Eastgate, yet people still won't take those routes. I can see keep Mercer Island stop may be reasonable. 2. There are too may stops along the Issaquah courthouse, FedEx, Microsoft area. It can be reduced to 2 stops the most. <p>Thanks.</p>	Jan 24, 2013 8:07 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
114		X	<p>Okay, here's my feedback.</p> <p>It is great that you are having Route 216 not stopping at the Mercer Island Park and Ride stop and Eastgate Freeway Station stop. That will save A LOT of time.</p> <p>However, for Route 216 to go through Issaquah Highlands will suck up a lot of time. I'm really against route 216 going to Issaquah Highlands. If route 216 goes to Issaquah Highlands, we will be spending more time on the bus trying to get home to Sammamish!!!!</p> <p>I don't understand why route 216 need to go thru Issaquah Highlands when we have route 218 that does that already and they run more often than route 216.</p> <p>Please understand, we only have one bus that goes to Sammamish from downtown Seattle and that is route 216. There is no other bus that runs from downtown Seattle to Sammamish except for Route 216!We have several busses that can go to Issaquah Highlands and I don't understand why we need an additional bus like Route 216 that's going to serve Issaquah Highlands?</p> <p>Here is what I propose and I'm sure other Sammamish riders will agree with me:</p> <p>Have Route 216 run the same route and just take out the two stops (Mercer Island Park and Ride stop and Eastgate Freeway Station stop). That will make us Sammamish residents very happy and cut the commute time down in half.</p> <p>I am hoping you consider my feedback. I do not want Route 216 to go thru Issaquah Highlands. I do not want to spend 1 hour on the bus from downtown Seattle to Sammamish.</p> <p>Thank you!!!!</p>	Jan 25, 2013 8:59 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
115		X	<p>I have been riding the 216 to/from the Sammamish Plateau for close to 10 years. I would appreciate more 216 trips. Instead of leaving Seattle every 30 minutes, make it every 15 minutes between 5:30pm and 6:30pm. Similarly, instead of leaving the Sammamish Plateau every 30 minutes, make it every 15 minutes between 6:30am and 7:30am.</p> <p>I take two buses from Seattle to get to the Sammamish Plateau. I catch the first bus (33) at Elliott & Western at 5:20pm, the second bus (216) at Westlake Station at 5:50pm and don't arrive home until 6:50pm. It doesn't seem like it should take 90 minutes to get from Seattle to the Sammamish Plateau. The timing is similar going from the Sammamish Plateau to Elliott & Western in the morning. Sammamish Plateau residents, similar to my situation, are spending three hours a day just commuting to and from Seattle.</p> <p>Anything you can do to shorten the commute time to/from the Sammamish Plateau to/from Seattle would be greatly appreciated.</p> <p>Thank you.</p>	Jan 25, 2013 10:29 AM
116		X	More trips would make the bus more comfortable and give more options. Buses leaving only every 30-40 mins is not great.	Jan 25, 2013 10:49 AM
117		X	More options for the 216 route need to be offered. More times and coaches would be preferable.	Jan 25, 2013 10:51 AM
118	X		It would be nice to have more times leaving in the morning and afternoons. They are often full and crowded, especially for people boarding at the end of the tunnel route. With more routes in place it could shorten the travel times since fewer people would be boarding and unboarding the busses.	Jan 25, 2013 11:25 AM
119		X	There would not be enough seats on the 216 which is almost full on its regular route. By adding all the passengers from the Highlands park and ride, the bus would be immensely full going both ways.	Jan 25, 2013 1:21 PM
120	X		Metro can also partner with SoundTransit. During the rush hour period, the 554 can have an express route that runs directly to Issquah Highlands instead of stopping everywhere.	Jan 25, 2013 3:16 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
121		X	<p>I've taken #216 5 times a week for over 6 years. During the time I've seen many people who usually took bus from S. Sammamish p&r switched to #218 at Highlands simply due to (1) #216 is not as frequent as #218 (2) #216 is not reliable.</p> <p>This contributes to overcrowdness of #218.</p> <p>Rerouting #216 to highlands will force more riders including me giving up #216 and heading to #218 at highlands.</p> <p>#216 is vital to riders who have kids at daycare/after school care in Sammamish. It offers us possiblity to pick up our children in time after working. I wish you won't Sacrifice us to reduce the burden of #218. Actually the result might not be as you expected.</p> <p>Increasing frequency #216 will definitely attract those riders who have lost confidence on #216 back.</p> <p>Considering budget, you may consider to shorten the length of rush hours but reduce interval, in such a way the total number of trips won't be altered.</p>	Jan 25, 2013 3:24 PM
122	X		<p>My concern relates to 216 stopping at Iss Highlands P&R.</p> <p>I live in Sammamish and I work on a flexible schedule. When I start work early I take 216 both ways to Seattle Downtown and back. Most days however, I park my car at the Issaquah Highlands Park and Ride and take 554-218 combination. Lately, however, I am noticing that the Iss highlands park and ride is full by about 9.30, which effectively means that I leave home earlier than needed. I have also seen people circling around to find parking. Sammamish has a very poor bordering on pathetic bus connectivity. If 216 were to be rerouted via Iss Highlands, my biggest concern is that the already crowded park and ride will get full faster in the mornings.</p> <p>I fully support 216 not stopping at Mercer island and Eastgate freeway stations as hardly anyone gets on to go to Sammamish at these stops. However, I am not sure that rerouting via Iss Highlands is the way to go. Maybe the bus can continue the same route in N Issaquah but skip the Microsoft campus (where it waits at the traffic signal for nealry 3-4 minutes) in Sammamish.</p> <p>Hope this helps.</p>	Jan 25, 2013 8:35 PM
123	X		<p>Please consider making 216 via Issaquah Highlands have fewer stops along I-90 to reduce the duration even further.</p>	Jan 26, 2013 10:35 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
124		X	<p>Add busses to the 216 and skip mercer island, eastgate P&R and Issaquah Highlands. There are a LOT of people on the plateau who would ride the 216 if it were on time, had the capacity to allow for more flexibility (by running more busses) and got us to and from work quicker (45 minutes to 1 hour instead of the 1-1.5 hours currently.) Furthermore, people would PAY more for this service if it were reliable and accomodating. Get us to and from work FAST and you can charge us just about whatever you want. I take transit because it saves me a bundle but am constantly frustrated by busses that are up to 45 minutes late (216 at Westlake Bay 4 is always behind schedule). There is no reason to take us all the way to the Issaquah Highlands either. The 218 runs directly out there every 20 minutes (I see them rush by through the Westlake tunnel station while I wait for the less frequent 216. Pleeeaaase skip issaquah with the 216 and give me a more effective way to get to and from work.</p>	Jan 28, 2013 5:16 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
125		X	<p>I am an original rider of 216. It is a milk run. However, most of us respect folks who leave their cars at home and walk to 228th to catch the 216. It is impressive so many eliminate their cars and choose to walk. That being said, the route has been run very inefficiently. It should be an express to Seattle once it leaves the Sammamish park n ride. The Microsoft area is laughable. There are four stops in an approximately 3 block area, one less than serves the entire downtown area. Evidently, those folks can't walk 30 feet. This area should be eliminated and the drop offs and pick ups should be on the main streets just like all of the rest of us. We all walk to the stops and some quite a distance. Both the Eastgate and Mercer Island stops should be eliminated. Day after day, I watch as the 216 picks up the 212 and 550 riders. Both the 212 and 550 buses come very frequently 8-10 minutes. I watch after we've picked up the 212 and 550 ridership and their busses pass us by empty because we have collected their riders. All of this has increased our commute time to the point if I have a 7:30 AM meeting in Seattle, I have to take the 6:00 AM bus. If you eliminated the stops I have noted, there would still be additional improvement in service time if we went to the Highlands. Additionally, once again, Metro would create the opportunity for 218 people to take the 216 and fill the bus causing Sammamish residents to be unable to board the bus designed to service the Sammamish community. DO NOT SEND THE 216 TO THE HIGHLANDS. MAKE THE 216 A MORE EFFICIENT ROUTE AND THOSE FOLKS WHO CURRENTLY MOVED TO THE 218 BECAUSE OF ALL OF THE STOPS AND ADDITIONAL TRAVEL TIME WOULD NO DOUBT RE-THINK RETURNING TO THE 216. MANY HAVE SAID JUST THAT. I HAVE TAKEN PUBLIC TRANSPORTATION FOR 30 YEARS. I WAITED A LONG TIME FOR A BUS IN SAMMAMISH AND HAVE SUPPORTED IT FROM THE FIRST DAY IT WAS AVAILABLE IN SPITE OF THE FACT THAT IT IS SO INEFFICIENTLY ROUTED. THE 218 AND 214 ARE DIRECT ROUTES. THE 212 AND 550 COME EVERY 8-10 MINUTES. REWARD THE 216 RIDERS WITH EFFICIENCY AND IT WILL CONTINUE TO INCREASE - FOLKS WANT THE OPTION, BUT A SMARTER OPTION AND I KNOW METRO CAN DO BETTER. LET THE 218 AND 216 BE STAND ALONE, COMMUNITY NEEDS BASED OPTIONS.</p>	Jan 28, 2013 10:48 AM
126	X		<p>Would it be possible to make 218 direct from Issaquah Highlands to Seattle in the AM just like it is in the PM now?</p>	Jan 28, 2013 11:39 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
127	X		<p>1) #216; if change to serve Issq-Highland P&R, please consider remain certain "express" route direct serves S Sammish P&R (skip/not stop Issq-Highland), this may split the rider and not making the Issq Highland parking garage too full;</p> <p>2) # 218 increasing service, better between: 7:45A-8:30A, and 4:30P-5:30P</p> <p>3) Need consider expanding site for Issq-Highland P&R, it almost full now;</p>	Jan 28, 2013 2:34 PM
128		X	<p>The 216 bus is crowded enough as it is. Adding Bus 218 riders on the bus will just make Route 216 even more crowded.</p> <p>The 216 number of bus routes to south Sammamish and Bear Creek P&R are limited. For the Plateau dwellers, this is the ONLY bus that gets us home! I would be very upset if I could get on a bus because the seats were all filled b/c the bus was filled by Highlands riders.</p> <p>The tradeoff of adding 0-2 trips in AM and PM is not favorable. There will be dramatically fewer seats available for Plateau dwellers. The trip commute in increase SIGNIFICANTLY if the bus needed to go through Issaquah Highlands P&R at rush hour. Have you ever tried going up the hill @ 5 or 6 o'clock???</p>	Jan 28, 2013 8:09 PM
129		X	Don't need 216/218 to stop at Eastgate freeway and Mercer Island stops. Customers who need to reach Mercer Island or Eastgate from Highlands can ride 554. Most (more than 95% in my estimate) 216/218 passengers are Downtown bound commuters. Saving commute time for them should be the highest priority.	Jan 28, 2013 11:26 PM
130		X	Again I am a 216 riders. If we are going to stop at Highland, we will be competing with 218 riders who can overwhelm 216 buses, just like Eastgate riders before.	Jan 29, 2013 4:23 PM
131		X	Not a fan of changing 216 basic route.	Jan 29, 2013 5:54 PM
132	X		<p>Route 218 is over packed during the morning commute and evening commute and it is hard to sit on the bus as there are more passengers and it is extremely dangerous to be standing on a freeway at 60 miles per hour for 30 minutes.</p> <p>Please have two busses leaving at 7:55 am and also at 8:05 am. Also please have two busses leaving at the same time between 5-6 pm from downtown Seattle to Issaquah Highlands. This would definitely solve the problem and be more safe on the freeway and for passengers.</p> <p>In addition more busses after 7pm would be good as many have to work overtime.</p> <p>More busses for Snow route should be available as well with such a huge population of bus riders on Issaquah Highlands</p>	Jan 29, 2013 7:00 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
133	X		<p>The 218 is still very crowded on the way in to DT Seattle and more so on the return journey. Whatever time I leave in the evening, I only manage to get a seat at University St Station on some days, getting on at Pioneer Sq and ID would mean I would never get a seat. More 218 buses AM & PM would be welcome.</p> <p>I also used the 216 daily for 18m and it was very slow with the Mercer Island stop and the N Issaquah traffic congestion. Making that service faster and more regular would be a good improvement too. Could it also stop on the Issaquah Pine Lake road to service the Klahanie community which currently has few bus connections to DT Seattle?</p>	Jan 30, 2013 12:53 AM
134		X	Because of a back issue,I cannot stand for long periods of time. In order to get on the bus, seats must be available for daily riders.	Jan 30, 2013 7:25 AM
135	X		<p>I appreciate the changes of adding more buses. It is very frustrating to find standing only before AND after working a 10 hour shift at a hospital. I hope we will have more buses very soon and do not have to wait till the fall. Also, it seems that there a 4x as many 550 (empty) buses for every 218. The 218 has delays almost every afternoon, if is not broken down altogether. Thank you</p>	Jan 30, 2013 9:23 AM
136		X	<p>I would like to see p.m. stops on 216 at Eastgate Freeway Station. Limited service during trips with the least traffic congestion would be okay. For instance, if the 3:39 p.m. (4:04 p.m. at Eastgate) trip kept the stop in addition to one of the later ones (e.g., 5:45 p.m. start time) before the ST 554 service began, it would greatly simplify return trips to the Sammamish Plateau and encourage ridership on trips that run with lower ridership. Time points are flexible, but some direct service from Bellevue College and Eastgate P&R to the Plateau--even infrequent service--would be very highly appreciated.</p> <p>Edwin R. Fish Sammamish, WA</p>	Jan 30, 2013 3:17 PM
137	X		<p>I'm so relieved to hear you are adding more times to Route 218. It has been so frustrating with the buses being jammed packed standing room from front to end going to work and returning home.</p> <p>While I hear from my 212 friends the buses are not full at all, they have seats to themselves.</p> <p>It would be wonderful if you could have some express buses that bypass Eastgate.</p> <p>This would actually make my arrival to work and home more timely.</p> <p>Thank you!</p>	Jan 30, 2013 4:47 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
138		X	I travel from NE 8th St and 228th Ave NE to Seattle on the 216 but returning between 2 and 3 PM requires me to take the 554 then wait in Issaquah Transit Center for the 927 that travels to that point. This occurs only every other 927 run as the other half go south to Providence Point. The 216 would allow me to take one bus run from the International District to NE th St. without the hassle.	Jan 30, 2013 9:04 PM
139	X		<p>Leaving Issaquah Highlands P&R, if approved, the additional morning runs of 218 should be at least added to the the 6:45 am to 8:00 am timeframe resulting in the increase frequency between runs. Most runs between 6:38 am or so and 7:30 am are standing room only from my experience. I typically don't take the 218 to Downtown Seattle after 7:30 am. I have heard they are crowded also.</p> <p>In the afternoon. There should be a shorter frequency between the 4:22 pm and 4:37 leaving Convention Place. The 4:37 run is always standing room only and it carries over to a over crowded 4:49 run. All the runs after the 4:49 run are typically always crowded. There should be additional runs in the 5:00 pm to 6:15 timeframe as well.</p>	Jan 30, 2013 9:40 PM
140		X	<p>If not yet conisidered, I suggest new Route 216 can provide stops between South Sammamish P&R and Highland P&R.</p> <p>If it is not safe on the current 269 many stops along Issaquah-Pine Lake Road, please consider couple of key places such as the intersections at Klahanie Blvd and SE 37th Place along Issaq-Pine Lk Road due to many riders from Klahanie community.</p> <p>Thanks</p>	Jan 30, 2013 10:23 PM
141	X		<p>I think the morning schedule for 218 is good. I recommend adding more schedules in the afternoon trips (6-8 more) instead because most of the passengers go home almost at the same time. It is extremely crowded from 5.00 p.m. - 6.00 p.m. I can hardly get on the bus or even if I can squeeze to get on the bus, I have to stand right behind the driver. Since the 218 changed the non-stop service at the East Gate Park & Ride, I have to spend much more time before I can reach home. I need to take 212, 214 or 215 first and then transfer 554 or 556. Sometimes I spend 30-40 minutes to wait for 554 or 556 which runs every 30 minutes. It takes me more than one and a half hour before I can arrive at the Issaquah Highland Park & Ride. But 218 only take about 40 minutes. It would be wonderful if the 218 has as much schedule as the 212.</p> <p>The change of 218 of stopped serving the Eastgate Freeway Station make all the passengers get crazy. We hope the new change of adding more schedules will make things get better.</p> <p>Thank you for your consideration.</p> <p>Esther</p>	Jan 31, 2013 12:47 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
142	X		Sounds terrific. 218 in the mornings is often quite full, standing room only and on occasion, the riders at the Eastgate PR are turned away.	Jan 31, 2013 2:21 PM
143		X	<p>I take the bus 216 between the intersection Sahalee Way & 25th St and Eastgate FreeWay Station. 216 is the only bus option that exists between these points.</p> <p>Now if this bus no longer stops at Eastgate FreeWay Station (either morning or evening) then I'm basically left with no option to use bus for commuting. What you guys say as "improve" 216 route, I actually see as "downgrade". For now our household has only 1 car which is mostly NOT being used by me for commuting, instead is used by my spouse with the kids. If the Eastgate FreeWay Station stop is removed from 216 route (either morning or evening) then I really have no other choice than to go ahead and buy a 2nd car that I will use it exclusively for my commute.</p> <p>I would argue that the 216 route should actually be improved not by removing that stop, but actually this way:</p> <ul style="list-style-type: none"> - provide busses that come more often, - provide busses also until later in the morning until about 9:30AM (as of now the last bus in the morning stops around 8:25AM). <p>Thank you, Vicentiu Adrian Omusoru adrian.omusoru@yahoo.com</p>	Jan 31, 2013 2:23 PM
144	X		<p>Allow use of back door to buses in University Street station through some other method than having Metro employees stand there and hand scan cards. Some of those employess will not scan cards until after the route has arrived, and this causes a mad dash to that person, and delays orderly back door boarding.</p> <p>Another method to avoid the situation above is establish an orderly line at the back door boarding area, so that those who arrive first board first, and so on.</p>	Feb 1, 2013 3:08 PM
145		X	The route for 216 should be left the same except stopping at Mercer Island P&R. More trips need to be added to the 216.	Feb 1, 2013 4:41 PM
146	X		Allow 212 to start and end at issaquah highlands p&r. Both outbound and inbound stop at eastgate p&r. This will provide stronger connection between downtown Seattle and the two growing east side communities, Bellevue and issaquah. Especially the expected demand after grand ridge shopping center finished at issaquah highlands. If the service is there before demands rising, it can reduce people to get into the habit to drive themselves there. Be active to direct the growth and create the demands, instead of doing it as it happened.	Feb 2, 2013 4:18 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
147		X	"Metro is proposing to add trips to Route 218 to provide more capacity for riders traveling to/from Issaquah Highlands Park and Ride". The additional trips should be added to 216 if 216 changes to serve Issaquah Highlands from N Issaquah because adding to route 216 is equal to adding service to route 218.	Feb 5, 2013 2:17 PM
148		X	There's no seats on the 216 at rush hour already. This proposal would increase the number of riders AND increase the commute time. I've already gotten used to the infrequency of the 216. Please don't make the commute longer as well	Feb 5, 2013 6:52 PM
149	X		In the Issaquah Highlands - there needs to be a bus shelter at the stop nearest the new Swedish hospital. The wind and rain there are incredible at times, and a large-ish shelter would help a lot while waiting.	Feb 6, 2013 2:16 PM
150	X		I'd love later 218 buses in the evenings. The 554 works great for weekend trips. We love Metro!	Feb 6, 2013 4:31 PM
151	X		I think that the afternoon routes from Seattle to Issaquah are the ones that need addressing first. I get on the bus in the bus tunnel at the Chinatown stop and most days I have to stand all the way home. There are many people standing and I feel that it is very unsafe. I was on the bus a couple of weeks ago when the driver had to slam on the breaks. A lot of people got shoved around and it could have been disastrous, I love riding the bus to and from work however I am getting very tired of standing all the way home. The buses don't seem to be as crowded in the morning and I'm not sure why that is.	Feb 10, 2013 6:27 PM
152	X		I would take the 215 if it was faster and had all-day service; myself and most of my neighbors drive to Issaquah to take the 218 so we can get home during the day if needed.	Feb 11, 2013 3:54 PM

Snoqualmie/North Bend

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
210	0.0% (0)	0.0% (0)	0.0% (0)
211	0.0% (0)	0.0% (0)	0.0% (0)
212	3.9% (4)	0.0% (0)	3.0% (4)
214	86.4% (89)	10.3% (3)	69.7% (92)
215	55.3% (57)	100.0% (29)	65.2% (86)
216	4.9% (5)	0.0% (0)	3.8% (5)
217	1.9% (2)	0.0% (0)	1.5% (2)
218	3.9% (4)	6.9% (2)	4.5% (6)
550	4.9% (5)	0.0% (0)	3.8% (5)
554	52.4% (54)	13.8% (4)	43.9% (58)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
Eastgate lower platform	0.0% (0)	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Transit Center	100.0% (104)	0.0% (0)	78.2% (104)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	100.0% (29)	21.8% (29)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	0.0% (0)	0.0% (0)

17. How often do you ride the bus?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
3 or more days a week	92.1% (93)	82.1% (23)	89.9% (116)
1 to 2 days a week	4.0% (4)	7.1% (2)	4.7% (6)
Occasionally (less than once a week)	4.0% (4)	10.7% (3)	5.4% (7)
Never	0.0% (0)	0.0% (0)	0.0% (0)
answered question	101	28	129
skipped question			4

18. What is your usual commute destination? (If you do not see your destination listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
Downtown Seattle	81.4% (83)	96.6% (28)	84.7% (111)
First Hill in Seattle	2.9% (3)	0.0% (0)	2.3% (3)
Eastgate lower platform	0.0% (0)	0.0% (0)	0.0% (0)
Eastgate freeway station	0.0% (0)	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Transit Center	4.9% (5)	3.4% (1)	4.6% (6)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Sammamish Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Other (please specify)	11 replies (10.8%)	0 replies (0.0%)	8.4% (11)
answered question	102	29	131

19. When do you usually arrive at [Q18]?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
5-6 a.m.	6.8% (7)	6.9% (2)	6.8% (9)
6-7 a.m.	11.7% (12)	13.8% (4)	12.1% (16)
7-8 a.m.	35.0% (36)	51.7% (15)	38.6% (51)
8-9 a.m.	35.0% (36)	27.6% (8)	33.3% (44)
9-10 a.m.	7.8% (8)	0.0% (0)	6.1% (8)
Other (please specify)	4 replies (3.9%)	0 replies (0.0%)	3.0% (4)
answered question	103	29	132
skipped question			1

20. Metro is proposing to end Route 214 at the Issaquah Transit Center rather than downtown Issaquah because few riders use this part of the route. Riders would have the option of transferring to routes 200, 209, 554 or 927 to get to downtown Issaquah. How important is the section of the route between the Issaquah Transit Center and downtown Issaquah to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
Very important	8.7% (9)	10.3% (3)	9.1% (12)
Moderately important	6.8% (7)	3.4% (1)	6.1% (8)
Slightly important	8.7% (9)	0.0% (0)	6.8% (9)
Not at all important	75.7% (78)	86.2% (25)	78.0% (103)
answered question	103	29	132
skipped question			1

21. Metro is proposing to streamline Route 215 by having it bypass the Issaquah Transit Center. This change would make trips between North Bend/Snoqualmie and downtown Seattle about 8-10 minutes faster. Metro would also add trips to Route 214 to provide additional capacity for riders traveling between Issaquah and Seattle, and Route 209 would still be available for riders traveling between Issaquah and North Bend/Snoqualmie. Would you support this change?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
Yes	47.5% (48)	96.6% (28)	58.5% (76)
No	26.7% (27)	3.4% (1)	21.5% (28)
Other (please specify)	26 replies (25.7%)	0 replies (0.0%)	20.0% (26)
answered question	101	29	130
skipped question			3

36. Please describe why you would not support the proposed change to Route 215.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
I travel to/from a destination in Issaquah	61.5% (16)	100.0% (1)	63.0% (17)
I transfer to a route in Issaquah that I will not be able to transfer to at Eastgate.	7.7% (2)	0.0% (0)	7.4% (2)
Other (please specify)	8 replies (30.8%)	0 replies (0.0%)	29.6% (8)
answered question	26	1	27
skipped question			106

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
It would take more time	28.4% (29)	6.9% (2)	23.7% (31)
It would take less time	14.7% (15)	93.1% (27)	32.1% (42)
It would take the same amount of time	35.3% (36)	0.0% (0)	27.5% (36)
I don't know	21.6% (22)	0.0% (0)	16.8% (22)
answered question	102	29	131
skipped question			2

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Count
	76 replies	24 replies	100
answered question	76	24	100
skipped question			33

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
Faster bus trips	25.2% (26)	72.4% (21)	35.6% (47)
Buses that come more often	74.8% (77)	27.6% (8)	64.4% (85)
answered question	103	29	132
skipped question			1

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Issaquah Transit Center	Snoqualmie/North Bend area park-and-ride facilities	Response Totals
An available seat on a bus	51.5% (53)	62.1% (18)	53.8% (71)
More bus trips earlier in the morning and/or later in the afternoon	48.5% (50)	37.9% (11)	46.2% (61)
answered question	103	29	132
skipped question			1

Crosstab Option 1	Issaquah Transit Center
Crosstab Option 2	Snoqualmie/North Bend area park-and-ride facilities

	Crosstab Option 1	Crosstab Option 2	Response Text	
1		X	In order to make this more workable, Route 209 should run through Snoqualmie Ridge instead of Fall City. More riders would have good access to service and residents could use the bus for inter-valley trips. Route 215 provides very limited coverage to the ridge and instead low ridership around Fall City and Preston get 6 day service. Where is the equality in that. I like this change but would like to provide more service to the ridge if possible.	Jan 15, 2013 7:08 PM
2		X	<p>I am moving to Snoqualmie in February and these proposed changes will make commuting to Seattle on the 215 less stressful and time-consuming by eliminating the Issy TC detour, the purpose of which which has always puzzled me because of the frequent 214 & 554 service. I strongly support eliminating 215's stop at Issy TC.</p> <p>I previously commuted from Issaquah to Bellevue for six years and drove past the 214's origination point at the salmon hatchery every day on the way to Issy TC. I can't ever recall seeing more than a handful of people waiting for the 214 around 7am at that stop, while at the same time there were dozens of people in line at Issy TC; also, rarely were coaches arriving at Issy TC particularly full. I support moving its origin to Issy TC because the vast majority of Issaquah's 214 ridership boards at the transit center, and eliminating the twisting "tail" across town would allow more efficient utilization of Metro's limited service hours.</p>	Jan 17, 2013 4:25 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
3	X		<p>Sending the 216 to Issaquah Highlands instead of North Issaquah would seem to cut off that section of town, including major employers Microsoft and Costco, from peak bus service. I ride the 217 where possible solely because it goes to North Issaquah (where I work); going to Issaquah Transit Center requires either a 15 minute walk or 15 minute wait for the 200 followed by a 5 minute ride and a 2 minute walk.</p> <p>If deleting the 214's segment east of Issaquah Transit Center is carried forward, please 1) work with Sound Transit and the City of Issaquah to add another stop on the 554 along Newport Way NW to partially mitigate this; and 2) increase the frequency of the 200 to minimize the transfer penalty.</p> <p>I support attempting to segregate the various Eastgate, Issaquah/Sammamish, and North Bend bus routes to improve system legibility and ability to tailor service levels to demand.</p> <p>Please consider stop consolidation and/or route adjustments to the 217 to increase its speed and reliability through the Factoria/Eastgate area.</p>	Jan 17, 2013 4:34 PM
4	X		Most difficult times to get seat on 214/215 from Seattle is 5-5:30 p.m.	Jan 17, 2013 5:43 PM
5	X		Any chance the 200 could do a loop around Issaquah, including going along Gilman to pick up the part of the 214 route that would no longer happen?	Jan 17, 2013 5:46 PM
6		X	The removal of Issaquah P&R from 215 would be a great benefit for me commuting from North Bend to Seattle. If there were a way to minimize stops in Snoqualmie Ridge - or run a small express from North Bend to Issaquah, skipping Snoqualmie, and connecting to the 214 - that would be fantastic. As it is, my door to door commute is over 90 min with 2 buses, and that's as long as I'm willing to be on the bus. Longer than that, and I'd rather take a car or motorcycle.	Jan 17, 2013 5:48 PM
7	X		Development trends in Issaquah and nearby areas served by I-90 will continue to increase pressure on the 214 , 554 and 215 routes. It is commendable that additional trips are being proposed for peak hours. These coaches are always packed, so thank you, Metro, for being responsive.	Jan 17, 2013 5:50 PM
8		X	<p>I LOVE LOVE LOVE the idea of the 215 bypassing the Issaquah Transit Center. That extra 10 minutes is often the reason i can justify driving vs taking the bus.</p> <p>And if I may, could the last departure time from Snoq on 215 be later than the current 7:25-ish? That is really not helpful for those of us with kids who just have to be downtown by 9am. With the shorter duration bypassing Issaquah Transit, could we have the last route leave at 7:45am or 8:00am????</p> <p>Thank you!!</p>	Jan 17, 2013 5:55 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
9	X		I would like to see the 214 morning service extended to at least 9:00 am.	Jan 17, 2013 5:55 PM
10	X		I think the Issaquah transit center should be the "hub" for this corridor to/from downtown seattle. Why not run more 214's to/from the transit center and use the more 209 trips to feed this traffic to/from north bend. This seems much more efficient as well be making it easier to adjust the volume between seattle, the transit center and north bend.	Jan 17, 2013 5:59 PM
11		X	I would really like the change to the 215 route. I have experienced times where the PM 215 was full when it got to the international district (where I get on) and had to wait for the next 215 (30+ minutes) - most of the riders on that bus get off at the Issaquah transit center (based on my previous experience). Also, it would be nice if the 215 by-passed the Eastgate stop as several times I was standing on the 215 until the Eastgate stop when alot of folks got off. If that route is supported by the 554, 212, and 218 busses I am wondering if the 215 needs to stop there...in any case, having it not stop at the issaquah transit center will still be very welcomed!	Jan 17, 2013 5:59 PM
12	X		As long as there are enough trips added to the 214 route, then everything would be just fine for me.	Jan 17, 2013 6:06 PM
13	X		If I have to wait longer for a 214 to come rather than taking the 215 that happens by, my commute will be longer.	Jan 17, 2013 6:12 PM
14		X	I love this change to Rt 215. It especially will affect me during the PM commute. I get on at 2nd & Seneca, and there are so many Issaquah riders. I guess you still can't prevent the Eastgate riders from hitching a ride, but sometimes the more frequent 212 buses take care of them-- although I've seen on a number of occasions where two 212 buses arrive at the same time.	Jan 17, 2013 6:21 PM
15	X		I would be fine with the 214 & 215 changes so long as adequate 214 busses are added to replace the loss of 215 at the Issaquah Transit Center. I know many riders take 215 to and from the Issaquah TC.	Jan 17, 2013 6:21 PM
16		X	THANK YOU! From a daily 215 / Snoqualmie Ridge rider.	Jan 17, 2013 7:47 PM
17		X	215 should add one or two more trips in each direction. Presently, lots of Snoqualmie and North Bend people drive to Issaquah and catch a bus there (either 218 or 214) because the 215 does not operate often enough. More people will ride the 215 if there are more options. Making it faster by skipping Issaquah is a great start but it is pretty tough if you miss your bus and then have to wait 30 min to an hour for another 215. Thanks for listening.	Jan 17, 2013 7:56 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
18	X		<p>I live next to a 210 stop in Issaquah and commute to downtown Bellevue. While I currently use the 556 from Issaquah Transit Center most of the time, it's very crowded; I'd prefer to keep my car at home and use the 210 to transfer to a bus like 240/241/246 (in Factoria) or 271 (on Newport Way) for my commute. The transfers are inconvenient for a couple reasons, however:</p> <p>(1) The 210 schedule reliability in the afternoon isn't very good. The 210 gets bottlenecked on the I-90 offramp to Factoria.</p> <p>(2) The 210/240/241/246 schedules don't match up well in Factoria. Wait times for reliable transfers tend to be long in practice. 210/271 transfers are a bit better, but not by much.</p> <p>Judging by the provided map, it seems the proposed change might improve afternoon 210 schedule reliability, if getting onto Factoria Blvd is more consistent via SE 36th St than via the I-90 offramp.</p> <p>I can see how the proposed change is likely to increase productivity on the 210 west of Eastgate Freeway Station in particular -- I like this if only because I want the 210 to survive. It seems to me that with a little more attention to transfer convenience/reliability, the remaining portion of the 210 route could in turn attract more downtown Bellevue commuters like myself. I'd very much like to get out of my car and onto the 210 on a daily basis.</p>	Jan 17, 2013 7:58 PM
19	X		I currently board 215 on Snoqualmie Pkwy/Jacobia, and get off the bus at Issaquah Transit Center to transfer to 556. It is not very convenient because if 556 runs a few minutes late on the way home, I miss the transfer. If Metro could make a more convenient way to get back and forth from Snoqualmie to Downtown Bellevue, that would be awesome and make it much easier for me (and some co-workers) to ride the bus.	Jan 17, 2013 8:02 PM
20	X		As long as Metro increases the number of route 214 buses going to and from Issaquah as well as use the appropriate size bus, I think it would be fair for the 215 to NOT make a stop at the Issaquah Transit Center.	Jan 17, 2013 8:08 PM
21	X		95%+ of my metro use is Snoqualmie Ridge-Issaquah TC. Stopping this service would make metro a worthless commute option for me.	Jan 17, 2013 9:41 PM
22	X		I have been taking the 214 from the Issaquah Transit Center instead of the 215 from Snoqualmie Ridge where I live because of the extra time stopping at the Transit Center so I am in favor of eliminating that stop. That means I can take the 215 from my house and have a faster trip and not have to drive to the Transit Center.	Jan 17, 2013 10:13 PM
23	X		I am recovering from a broken ankle and have to stand most return trips from Seattle to Issaquah Transit. Eliminating the 215 from the Issaquah Transit Center will only make the 214 more crowded.	Jan 17, 2013 10:33 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
24	X		<p>I could support this if I knew the net result would be more trips in the morning from Issy Transit Center to Seattle.</p> <p>Would like at least one route to go from Issy Transit Center though the bus tunnel. Takes a lot of time to exit 1-90 at International above ground and do the milk run through town.</p>	Jan 17, 2013 10:45 PM
25	X		<p>If these changes are approved, I will consider driving to a different park and ride (likely Issaquah Highlands, since so many more routes will be added). Perhaps others would make this change as well, which would further increase ridership from the Highlands.</p>	Jan 18, 2013 12:04 AM
26	X		<p>My morning commute is fine. The evening commute is horrible. Nine times out of ten the bus is standing room only when it reaches 2nd and Cherry/Columbia. While the trip to Issaquah Park and Ride is only about 20 minutes, standing and balancing is tiring after working all day.</p>	Jan 18, 2013 7:23 AM
27	X		<p>If you look at how full the bus is after the Issaquah Transit Center people get on/off the 215, you would see that you would be running a high capacity articulated bus that will consistantly have few passengers that come to and from North Bend. If you are going to bypass Issaquah Transit Center on the 215 route, I would suggest a small bus and leave the bigger buses on the 214 and any bus going to Eastgate.</p> <p>On a side note, I used to ride the 218 as it is actually closer to where I live. I got so tired of having to arrive 15 minutes early to guarantee I would have a seat, I switched to the 214/215.</p> <p>The mornings are pleasant on the 214/215. The late afternoon/evening rides are a nightmare. I generally get a seat but end up having someone's butt in my face because they are standing in a crowded aisle.</p> <p>I have been commuting from the Eastside for years now. I have seen these Transit Centers and P&R get more and more crowded. Clearly more people are riding the bus. I worry about parking in the future as well.</p>	Jan 18, 2013 8:54 AM
28	X		<p>Have the 211 stop at ITC and skip MI. MI can take many options to downtown</p>	Jan 18, 2013 8:56 AM
29		X	<p>I would absolutely love to have the Issaquah Transit Center skipped on the 215. This would get the total trip time down to about an hour and would make it a much better commute. The Issaquah Transit Center already has Routes 214 and 554 to serve it. If you add extra 214 buses, it would take care of the need for Issaquah Transit Center riders to have sufficient buses to meet their needs.</p> <p>As a 218 rider (2 times a week), I find that by time the bus gets to Pioneer Square, it is often standing room only. More buses would help.</p>	Jan 18, 2013 9:07 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
30	X		I don't understand why it is going to take from review in April clear until September before the changes are implemented. That seems like an unnecessarily long time.	Jan 18, 2013 9:15 AM
31	X		I mostly take Route 215 from Snoqualmie and I support the change to the 215 route. Going to the Issaquah Transit Center always seems like a burden and adds extra time to my commute. I'd estimate that it adds about 15 minutes per trip which means my commute could be shortened by a half hour each day. The also bothersome thing about stopping at Issaquah Transit Center is that the bus would always seems to wait at the stop for extra minutes which would do two things: pack the bus so it became overcrowded and increase commute time. I definitely support the 215 route change!	Jan 18, 2013 9:18 AM
32	X		<p>I've been riding metro for almost 7 yrs. I tell people that in 7 yrs I have only driven to work, once. I am proud of this fact, not because I am green, but because it has saved me so much money, car maintenance, stress, etc. Sitting on the bus is 'my time' to unwind before seeing the family; I have small children, if you know what I mean. Thanks Metro.</p> <p>I think the proposed changes are worth a try...why not. Basically since I go from Issaquah TC to DT Seattle, the proposed changes means don't get on a 215 (unless I want to go to NB) and 214s will run more often. Seems logical. I get on the bus at 2nd and Seneca, so I always have a seat but know that its standing room only by the time we get to 5th and Jackson.</p> <p>In my opinion the 'Main Street' stop can be eliminated, it seems that only 1-2 people ever get on and off there. Unlike the 2nd Ave and Jackson stop.</p> <p>Like wise, do ALL the buses have to stop at the Rainier freeway station? I realize that you need to serve that part of the city but EVERY bus? Seems like a waste of time.</p> <p>Keep up the great work Metro!</p>	Jan 18, 2013 9:20 AM
33		X	I would definately support the 215 route not stopping in Issaquah the extra time saved in significant to me and while I cannot speak for others I have heard that this would be supported by other riders from the North Bend-Snoqualmie area.	Jan 18, 2013 9:22 AM
34	X		Not stopping at the ITC is NOT the right proposal. Get a park-n-ride in Snoqualmie and reduce the stops made in Snoqualmie. You could probably shave 15minutes off the route if you didn't make TEN stops between King/Railroad and the I-90 exit.	Jan 18, 2013 9:25 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
35	X		I used to ride the 111. I live in Renton. Route 111 desperately needs some changes, increases and/or restructuring of location of the routes and park and ride options. I stopped riding it because it is so inflexible, and gives no options for mid-day commuting, and so few options at the peak times as well. I would love to go back to riding that bus, but cannot because of so few options open to me.	Jan 18, 2013 9:27 AM
36	X		With 215 not stopping at the ITC you end up with fewer trips from ITC to downtown Seattle (the 2 additional 214 routes do not make up for the 5 lost 215 routes). Having said that, I think it would be helpful for the 215 to be quicker. And, in fact, I might consider taking it from North Bend if it was.	Jan 18, 2013 10:46 AM
37	X		Over half the time, I drive all the way to the South Bellevue P&R instead of taking the bus from my closest P&R (Issaquah) due to the increased frequency of buses. If the 554 ran more frequently, I would take this instead. Other option: have the 214 run during the evening commute.	Jan 18, 2013 11:27 AM
38	X		I see two issues with the proposed change to the 214: 1) While I understand that few people currently use the service from downtown Issaquah to the Transit Center in the mornings, and from the Transit Center to downtown Issaquah in the evenings, for those of us who live in downtown Issaquah, the 214 is the most direct service to/from downtown Seattle. Having to take another bus to/from the Transit Center (#200 for instance) is not only another transfer of buses (I personally would have to take 3 buses then from my home in downtown Issaquah to my work on Alaskan Way in downtown Seattle), it would increase my commute tremendously by having to wait to connect to another bus at the Issaquah Transit Center. This cumbersome bus commute would be a very unattractive option. 2) Parking at the Issaquah Transit Center is almost full as it is now; making it more inconvenient to take the bus from downtown Issaquah will further impact parking. I agree that 214 service needs to increase, particularly earlier departures from Issaquah in the mornings. I would encourage you to take a look at the whole picture when developing new service levels on this run. More people would take the 214 to/from Seattle if the service worked better with their individual needs.	Jan 18, 2013 12:09 PM
39		X	I EMPHATICALLY support this measure, particularly for the 215 route. I actually proposed this two years ago to Metro. There are many other options to Issaquah Transit Center riders already, and this would be a much appreciated change to Snoqualmie / North Bend riders. Thank you for moving forward with a faster 215 route.	Jan 18, 2013 12:25 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
40	X		It may take more time if Metro does not follow through and does not add more trips to 214. Ridership has grown immensely in the past year, and there's often a fight to get a seat. Removing 215 from Issaquah Transit Center would make this much worse - unless Metro really intends to add more trips to 214.	Jan 18, 2013 12:37 PM
41	X		Thank you, Metro, for proposing to eliminate the Issaquah Transit Center from the routing for Route 215. I have been a North Bend resident and a regular commuter on Route 214 (and its predecessor, Route 213) since 1987. I attempted to ride the bus all the way from North Bend to downtown Seattle for several years, but there were simply too many stops and the commute time was excessive compared to what I could achieve by driving to Issaquah. Since then I have been driving to Issaquah and parking at Issaquah Transit Center (formerly Issaquah Park and Ride or other parking in Issaquah) and taking the bus from there. I was elated when Route 215 came into existence after the passage of Transit Now, and I attempted to ride it all the way from North Bend, but again, the commute time was excessive, and many of the drivers assigned to that route in the evening drove at an extremely leisurely pace and seemed to think that they did not need to stay on time because the route was long. If the Issaquah Transit Center stop were eliminated, I am confident that I would again switch to Route 215, even though it would make my door-to-door commute somewhat longer than at present. I am also confident that there are many other Snoqualmie and North Bend commuters who currently use the Issaquah Transit Center and take Route 214 but would stop doing so and switch to Route 215 if 8-10 minutes were shaved off the route time. I would love to stop driving and reduce the load on Issaquah Transit Center, which is almost at capacity at this time. Again, thank you for this proposal. I sincerely hope that it is implemented.	Jan 18, 2013 1:11 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
42	X		<p>For the 214 line ALL buses should be the larger buses. There is one small bus during the high commute time that hits the Issaquah transit station at around 8a which should definitely be a larger bus. Highly agree to provide additional trips as passenger lines are always long and many passengers stand thru-out the travel from Issaquah transit station all the way downtown, which is extremely uncomfortable and dangerous.</p> <p>For the 216 bus it doesn't seem necessary to service the Issaquah Hlghlights since the #218 will provide additional trips as proposed therefore taking the 216 to Issaquah Highlands seem's redundant. Highly agree with the proposed 216 route to not service Mercer Island.</p> <p>Do not like the idea of the 215 not serving the Issaquah Transit station since there are long lines to get on this bus. If the 215 does not go through Issaquah Transit station then you'll need to susbsitute more 214 buses during the scheduled 215 stops at the Issaquah Transit Station. All buses should be the longer ones so that no one is standing from the drive to Seattle.</p>	Jan 18, 2013 4:10 PM
43		X	The change to rt 215 is great because I catch the 650am southbound Sounder train and have missed it often when the 215 runs late.	Jan 18, 2013 9:52 PM
44	X		We need more buses after 5:30 pm leaving downtown going to Issaquah	Jan 18, 2013 10:15 PM
45	X		need more bus trips from Issaquah transit to Seattle; always crowded. extend more buses 6-630pm	Jan 18, 2013 10:30 PM
46	X		Concern: higher passenger volumes on Eastgate Freeway Station... +++ commuters would have fewer options getting from Issaquah TC to Seattle +++ 554 and 215 already very packed passing Issaquah TC	Jan 19, 2013 9:39 AM
47	X		I think the 215 should serve the Issaquah Transit Center but not stop at the Eastgate Flyer stop. Those of us who have to continue to Issaquah are packed like sardines, having to stand up longer distances. Those going to Eastgate can take other options.	Jan 19, 2013 3:40 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
48	X		<p>As I said in my earlier comment, these changes for routes 214 and 215 are great! Very much needed.</p> <p>As to both 214 and 215, please add more trips between the times of about 4:50 and 5:30 p.m., leaving from downtown on weekdays. Right now there isn't much flexibility in terms of leaving downtown and the buses are very overcrowded. It would be nice to have 214 departures from downtown every 7-8 minutes between 4:50 and 5:30 p.m. and to have 215 departures every 15 minutes from 4:30 to 5:30.</p> <p>The 215 in the mornings should be fine every half-hour and eliminating the issaquah stop should eliminate any concerns about overcrowding. A few extra trips for the 214 in the mornings from 6:00 to 7:00 a.m. would be helpful.</p> <p>Finally, adding one later 214 and 215 route in the weekend evenings would be helpful for those individuals that end up working late and need a way to get home other than the cab. a 7:30 p.m. route leaving downtown for each of those would be great.</p> <p>THANK YOU!</p>	Jan 21, 2013 9:50 AM
49	X		<p>I agree that the proposed changes make sense, and there really should be more service on those routes that get too crowded to take on more people.</p> <p>What I really want is a route that goes from the Convention Center (or vicinity) to Issaquah Transit Center and continues to run into the evening (even if infrequently). I used to ride the bus every day, but now that my offices is closer to capitol hill, it just takes too long to walk up from where the 554 lets off or coordinate transfer timing (which varies throughout the day) to get to a closer stop. If the transfers could be made to line up consistently, that would also solve the problem, though it wouldn't be as convenient - it'd be enough that I'd probably go back to riding the bus again more regularly.</p>	Jan 21, 2013 3:58 PM
50	X		<p>Some of Rt 214 buses are articulated and some are not. If all the buses for all runs were articulated, especially at the heaviest commute time, there wouldn't be as much standing room only bus rides.</p>	Jan 21, 2013 5:06 PM
51		X	<p>I love the idea of bypassing ITC on route 215. It results in less crowding on 215 routes and quicker commute times to/from downtown Seattle. Thank you for the consideration!!</p>	Jan 22, 2013 10:14 AM
52		X	<p>Having the 215 skip the issaquah transit center will increase ridership.</p>	Jan 22, 2013 10:14 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
53	X		Eliminating route 214 east of Issaquah Transit Center would limit the ability take the bus without the need to drive and park to the Transit Center. This is an important quality of the present service, in my opinion. Rather than eliminate service east of the transit center entirely, I would rather see the route have fewer stops between its origin at the Issaquah hatchery and the transit center, perhaps something more akin to (or coordinated with) the 554, which has at least one stop in downtown Issaquah.	Jan 22, 2013 10:59 AM
54		X	Because I get on the 215 in Snoqualmie, not stopping at the Issaquah Transit Center would definitely save time. On the other hand, the buses are fairly empty until they get to Issaquah, where they fill up. Does it make economic sense to pass up all these potential riders and run half-empty (or more) buses into Seattle?	Jan 22, 2013 1:15 PM
55	X		Having the 214, 215, and (last resort) 554 to choose from makes me more likely to commute via transit. With less options to get to and from Seattle, I'll be less likely to take the bus.	Jan 22, 2013 2:51 PM
56	X		It means a total of fewer buses between my home and work destinations. I can only expect my commute time would increase and the buses would be more crowded.	Jan 22, 2013 3:14 PM
57		X	With both the Snoqualmie and North Bend areas continuing to grow in population, there should be direct Snoqualmie area to downtown Seattle and direct North Bend to downtown Seattle public transit available. The present #215 takes way too long to get from North Bend to downtown Seattle. That makes it a detriment to most who continue to drive private autos, contributing to create even more congestion.	Jan 22, 2013 3:46 PM
58	X		I support 215 dropping service to Issaquah Transit Center ONLY if you add additional service on the 214 route. The overcrowding has been a major impact, especially during evening service. There is sometimes a lengthy delay between buses in the 5pm-5:40pm timeframe. When the next buses finally show up, it is standing room only. This overcrowding could have contributed to the two different buses I was on in the late summer that experienced tire blow-outs on I-90 during rush hour.	Jan 22, 2013 4:45 PM
59	X		I live in north bend but typically drive the Issaquah park and ride because the bus from north bend takes too long. I like the idea of eliminating the Issaquah stop from route 215. I would also like to see less stops on Snoqualmie Ridge. I takes too long to get through Snoqualmie.	Jan 23, 2013 7:45 AM
60		X	This is an excellent approach to speed the trip. I would expect more riders fill the bus from Snoqualmie/Northbend should they not have to make that extra 10 minute stop through the Issaquah Transfer station.	Jan 23, 2013 8:19 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
61	X		I would really hope for more 214 buses during the PM as the buses are flooded with people getting off at Eastgate on all possible transits to Issaquah P&R (215, 554). Also would be a good idea to move all direct buses skipping Eastgate to go into the tunnel (216, 218, 214, 215).	Jan 23, 2013 11:22 AM
62		X	fast bus sever on time	Jan 23, 2013 9:12 PM
63	X		Add additional buses to existing routes instead of just doing a swap. Issaquah to Seattle is likely one of the most popular commutes for metro passengers. A \$6 round trip fare should include a seat, not standing-room-only. Adding 1-2 more buses in the morning and evening could solve this problem.	Jan 24, 2013 8:16 AM
64	X		I usually will take the 214, 215 or 554. Lately the 214 and 215 have been standing room only. Taking away (5) 215 routes and replacing them with one or two (1-2) 214 routes is going to make it worse. Why don't you cut down the 210 routes which never have anyone on them and use the resources to add another 214. I sure hope if they toll I-90 you plan on adding more buses. That is going to be a nightmare.	Jan 24, 2013 9:11 AM
65		X	I greatly support this change. Many in the Snoqualmie/Northbend area have desired this change (215 bypass Issaquah transit) for a long time. This will be a great benefit to Snoqualmie/Northbend residents who currently use the bus and I know a number of people who would take this bus more often if this change is implemented.	Jan 24, 2013 9:11 AM
66	X		Currently I can ride 214, 215 or 554 from downtown to ITC. As you know, these buses are quite full between those two points. After your proposed changes, will there be more buses serving the route between downtown and ITC?	Jan 24, 2013 9:31 AM
67	X		I'm concerned about the idea of having the 215 not stop at the Issaquah transit center. I live in Snoqualmie Ridge, but drive to the Issaquah TC and take one of the buses there. On the way home from downtown Seattle, I do the reverse. I do this because I don't have to think too much about when I catch a bus from downtown Seattle. I don't want the proposed change to reduce the frequency of departures from downtown to the Issaquah TC, particularly between 6:00pm and 7:00pm.	Jan 24, 2013 9:48 AM
68	X		Have 214 run later than 8:30 am in the morning.	Jan 24, 2013 10:09 AM
69	X		More than anything else, I would love to see a route(s) added/modified closer to the Renton Highlands that was a little faster travel time between downtown Seattle and Renton Highlands.	Jan 24, 2013 10:13 AM
70	X		For route 215: keep the Issaquah Transit Center stop, but eliminate the Eastgate stop	Jan 24, 2013 11:15 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
71	X		I think overall these are thoughtful proposed changes and I would support most of them. My biggest hope is that Metro will consider actually increasing transit capacity to/from downtown Seattle to the Issaquah Transit Center, rather than eliminating one route (215) and adding more from another (214) to the effect that the difference in capacity is negligible. I understand resources are extremely limited and the folks up north (Snoqualmie, North Bend) deserve a break too, so it might be challenging for Metro to grant my wish!	Jan 24, 2013 12:47 PM
72		X	These are fantastic changes, and I believe will bring in more riders from the Snoqualmie area. Thank you very much, Metro!!	Jan 24, 2013 1:31 PM
73	X		<p>The problem isnt only that the buses are crowded, they dont show up on time and sometimes dont show up at all. There have been numerous times that I have had to wait in downtown Seattle for a 214 for over 20 minutes.</p> <p>The 212 bus comes far too often in the evenings. There will be four 212s that show up while Im waiting for one 214.</p> <p>The 210 route is not used by many people. That route, along with the number of 212s should be reduced and the number of 215 routes should be increased. I have heard many conversations of people that live in North Bend and Snoqualmie that have to drive to Issaquah becuae their area is only served by 215s. People are driving much fater than they need to be just to get to the park and ride to take the bus. More buses east would decrease the number of drivers in Issaquah and Eastgate.</p>	Jan 24, 2013 2:18 PM
74	X		<p>Would like the 214 continue to serve downtown Issaquah: Gilman Blvd, Front Street and Sunset stops.</p> <p>A 214 bus should be provided between 8:07 a.m. and 8:30 a.m at Issaquah Transit Station. Also, short buses should not be an option for 214 during peak hours. There is only Standing Room Only on the articulated buses. Short buses make absolutely no sense for 214 routes.</p>	Jan 24, 2013 3:38 PM
75	X		Check Issaquah TC any weekday morning and you will see huge lines to get on the bus. We clearly need more service there. Do not reduce capacity between there and downtown Seattle during rush...ADD service, please.	Jan 25, 2013 8:57 AM
76		X	<p>An excellent idea. I board the bus in Snoqualmie Ridge. The 215 is a real milk run for those of us in Snoqualmie and North Bend (sometimes I will drive to Issaquah Highlands Park and Ride for the 218 as it is quicker, but that option eats into my gasoline savings and I still pay the same fare for the bus). Gettting off for the Issaquah TC really slows the 215 commute in the morning because of the freeway back-up the bus must endure in Issaquah to get off the freeway. This proposal would allow for a faster commute for those of us farther east, but still provide an option for the throngs of people who get on at Eastgate.</p>	Jan 25, 2013 9:51 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
77	X		Please specify if the additional Route 214 routes will equal the Route 215 routes being removed from the Issaquah Transit Center.	Jan 26, 2013 5:43 PM
78	X		There are two buses to Seattle downtown around 7:40AM from Issaquah Transit center, 554 and 214 close to each other with one bus that comes later getting very few passenger. If we miss these two then we need to wait for 15 for 215 or 25 minues for next 214 at 8:06. This really causes problem during cold winter days standing in bus stop. Giving like 5 or 10 minutes gap between 554 and 214 around 7:40AM will really help many commuters.	Jan 26, 2013 10:32 PM
79		X	i also think consideration should be given to shifting service on snoqualmie ridge to the parkway versus on side streets. busses have to cut corners very sharp and at times cant make turns due to traffic or parked cars. new drivers which are common on this route also have gotten lost on the side streets. this change would also shave an additional 5or so minutes from the commute	Jan 27, 2013 9:22 PM
80	X		If I caught the 215 in Snoqualmie Ridge it would decrease my commute. If I drive to the Issaquah Transit Center I would prefer the 215 route not be removed unless there were going to be more 214's. It does pick up a lot of people at the Iss. TC.	Jan 28, 2013 9:49 AM
81	X		The need to add additional routes to Issaquah Transit Center is a real need. We need to keep 215 in additional to adding more 214 routes. The buses are always overcrowded and sometimes are too full for all riders going to and from Downtown Seattle.	Jan 28, 2013 11:35 AM
82	X		I just moved to downtown Issaquah and can walk to the bus stop at Front Street (near Alder). I don't think it would make sense to drive to the Iss. Transit Center, but I do so 2-3 times a week depending on my car needs after work. I have not looked into other buses that service that stop to see if I can transfer from one route to another, but if they are available, I would want them to coincide with my regular 214 route to downtown (so I can arrive in downtown Seattle before 8:30).	Jan 28, 2013 2:22 PM
83	X		the bus sevicees are to pick up poeple, and not to pass bye stops.	Jan 28, 2013 8:49 PM
84	X		I appreciate your trying to support all riders but the buses are full from the Eastside and instead of shuffling, it would be great to increase overall peak commuter busses especially from Issaquah. Getting even more folks on transit is the goal and if the buses were even more rapid I think more folks would be inclined to leave their cars and ride.	Jan 29, 2013 7:59 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
85	X		<p>Dear Metro,</p> <p>I'm responding to a flyer rec'd from a Metro employee handing them out at the ISSQ TC for comments, thanks for asking a rider for feedback.</p> <p>ROUTE ISSAQUAH TC TO SEATTLE: I'm now parking on the 4th level (ISSQ TC Roof) when I arrive at the P&R at 7:30am daily. The #214 and #215 routes between ISSQ TC and Seattle are ALWAYS standing room only on a daily basis. By removing the #215 from stopping at the ISSQ TC will only increase more standing on #214's, more rider frustration and more complaints to Metro. I understand that you propose adding a couple buses to the #214 route, however, both #214 and #215 buses during peak travel hours of 7-9 AM have always been standing room only. Removing the #215 alternative to the #214 never showing will not work. If any change should happen it should be add to both #214 AND #215 routes.</p> <p>ROUTE SEATTLE TO ISSAQUAH TC: Standing on 2nd Ave. in Seattle waiting for the #214 that never appears is a frequent occurrence. After 12 years of riding this route with Metro I can consistently tell you the evening service from Seattle to Issaquah has always been inconsistent and many times is non-existent. On many evenings no 214 or 215 will ever show, and we all pack on to the local #554 Sound Transit that seems to have the best consistent schedule. The route from Seattle to ISSQ TC between 5 and 6:30 PM daily peak travel hours, is always frustrating. The Metro schedule currently reflects several buses scheduled to arrive during 5-6pm, Monday through Friday on 2nd Ave., however, after this many years riding this Metro route, I can tell you that only a couple ever appear. (Do they generate from the east of I-90? If so, the I-90 gridlock is the problem and this route should be changed).</p> <p>Frankly, for the past 3 years riding Metro every day, remains the most unpleasant experience encountered on a daily basis (due to the over crowded conditions). Obviously the economy has dictated the increase in Metro ridership, and this will not change anytime soon. Everyday there is standing room only on the bus every day to and from Seattle is very unpleasant for all Metro riders, and can be dangerous in high traffic zones on I-90.</p> <p>Please do not cut any #215 services to ISSQ TC, and consider adding to both routes #214 and #215 daily during peak travel hours both ways ISSQ TC and SEATTLE. Thank you.</p>	Jan 29, 2013 9:43 PM
86	X		215 buses are always standing room only. 214 never, never arrive when scheduled. By taking away the 215 you would take away commuting options and make trip unbearable and longer. Your proposed change does not equal the service we have now.	Jan 30, 2013 10:32 AM
87	X		Thanks for asking us.	Jan 30, 2013 10:54 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
88	X		<p>The proposed removal of Issaquah TC as a stop on 215 will reduce the overall number of trips between Issaquah TC and downtown (via 214, 215 and 554). The proposed increase in trips on 214 does not offset this change. This route is typically standing room only and over capacity in the PM.</p> <p>Extending several of the eastside routes through downtown an into South Lake Union is needed as that part of the city becomes more developed. The transfer to the streetcar takes more time than it takes to walk to SLU. As the Mercer construction completes, one option is to have some routes that use I-5/Mercer as an entrance/exit to downtown. With the growth in that neighborhood many employees want to bus, but aren't willing to deal with the hassle of getting from central downtown to SLU and therefore they drive.</p>	Jan 30, 2013 1:38 PM
89		X	You need an earlier 215 in the afternoon. This better seves anyone who rides from North Bend / Snoqualmie on the first AM trip and works an 8 hour day.	Jan 31, 2013 4:30 PM
90	X		<p>1. Any proposal you have, you have to make riders known. A few month ago, I took 218 and thought it would stop at EastGate PR, it did not. I am a daily rider, I did not even get the information about changes.</p> <p>2. Why 216 is crowded? because it stops at MercerIsland and Eastgate. After the Eastgate, you will see a normal number of riders. So, the question is why 216 has to stop at Mercer Island. Are the service to MercerIsland not enough? Think about 550. Does it really need the 2 or 3 peak time service from 216? Once I could not get on to 216 in downtown, because there are too many riders who only need go to MercerIsland and EastGate crowded into 216.</p> <p>3. The Park and Ride in EastGate is a pain on the neck. It takes 10 minutes to get into the Park&Ride from I-90 and 20 minutes to get out of it in the afternoon. You better design a good entrance and exit to the park and ride, so that you can save the bus commuter's time and reduce highway congestion around exit #11.</p> <p>4. Who designed the Issaquah P&R? Why it is so far away from highway 90? That's why riders on 215 complains.</p>	Feb 1, 2013 9:00 AM
91	X		If the 215 didn't stop at the Issaquah transit center, it would complicate the travel options for those who live in Downtown Issaquah, which are already limited. Taking the 215 reduces potential travel time for those heading to Issaquah.	Feb 1, 2013 1:59 PM
92	X		I drive from North Bend to Issaquah each day because the 215 takes to long to get thru the Snoqualmie Ridge. This should also be reviewed as the bus should remain on the main Parkway while traveling through Snoqualimie and not go threw the back streets as this adds a great deal of time on to my communte. A park and ride should also be considered as the entire area is growing quickly.	Feb 1, 2013 5:12 PM

	Crosstab Option 1	Crosstab Option 2	Response Text	
93	X		Bus 209 doesn't serve the Snoqualmie Ridge area so I would have to pass Issaquah all the way to eastgate and ride a bus back to Issaquah.	Feb 4, 2013 8:01 AM
94	X		Unless you fill in the gaps with new buses, it will be much worse. Even then, the biggest improvement to service on the 214 route would come from running on time in the PM. It is worthless to look at the schedules or even One Bus Away if you are leaving the north end of downtown between 5:15 and 6:15p.	Feb 4, 2013 8:27 PM
95	X		This proposal does not have a direct impact on my commute (Issaquah Transit Center - Bellevue Transit Center) other than affecting the number of cars parked at the Issaquah Transit Center.	Feb 5, 2013 3:15 PM
96	X		There are only two ways to get from North Bend to Issaquah, and only one during peak hours. This change would make only one way possible. Changing 215 is a HORRIBLE idea.	Feb 5, 2013 6:04 PM
97	X		I live in Snoqualmie Ridge but drive to Issaquah to take the Bus because it is faster then taking the 215 which has limited runs. The park and ride in Issaquah gives me more options to get downtown. The last changed deleted a 215 and a 214 that leave Issaquah between 8:13 & 8:30 which has resulted in standing room only on the 8:30 214 - You need more 214 bus running.	Feb 6, 2013 12:52 PM
98		X	I live in Snoqualmie Ridge and commute to Issaquah for work. This change would remove the one direct option I have. The 209 is about 4 miles from my house and would make the commute a car+bus commute	Feb 6, 2013 7:26 PM
99	X		Better transfer times between ST 554 from Seattle to Metro Route 200 North Issaquah for morning commuters of Costco Home Office and Microsoft employess. Likewise better transfer times going BACK to Seattle in the afternoons. Often times, RT 200 is scheduled to depart minutes before the 554 arrives or departs.	Feb 8, 2013 10:39 AM

	Crosstab Option 1	Crosstab Option 2	Response Text	
100	X		<p>Route 210 to Issaquah is misleading, and pointless for the section of the route along Newport Way, the few times I've mistakenly been on that route there are few if any riders along that section. Route 210 is usually pretty well loaded coming out of Seattle from what I can see in the evenings, I would suggest running that route straight to the Eastgate P&R (in the PM) giving that heavy use site priority then have it continue on through the Eastgate/Factoria neighborhoods on it's return trip, run the reverse of that in the AM. or cut the Seattle leg altogether and rely on the routes between Seattle and Eastgate. The section along Newport Way is low density and and there is plenty of connectivity between Eastgate and the Issaquah TC via both Metro and/or ST.</p> <p>Route 214 This is a fantastic connection and eliminating the wasted driver/operating time to downtown Issaquah will make it better. The only other improvement I could suggest is that there is a 30 min gap between the 8:40 ish 214 and the 9:12 554. One more route in there, or some revised time would make arrival time at the TC less of an issue.</p> <p>Last thing. Thanks for hold a public meeting, but when your seeking input on routes that predominately serve professionals in downtown Seattle. Don't hold the meetings during business hours, and hold them on the Eastside where the people affected live.</p>	Feb 8, 2013 2:04 PM

Mercer Island

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
210	0.0% (0)	0.0% (0)
211	15.8% (3)	15.8% (3)
212	0.0% (0)	0.0% (0)
214	0.0% (0)	0.0% (0)
215	0.0% (0)	0.0% (0)
216	47.4% (9)	47.4% (9)
217	0.0% (0)	0.0% (0)
218	0.0% (0)	0.0% (0)
550	68.4% (13)	68.4% (13)
554	15.8% (3)	15.8% (3)
Other (please specify)	3 replies (15.8%)	15.8% (3)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	100.0% (19)	100.0% (19)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)

26. How often do you ride the bus?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
3 or more days a week	94.4% (17)	94.4% (17)
1 to 2 days a week	0.0% (0)	0.0% (0)
Occasionally (less than once a week)	0.0% (0)	0.0% (0)
Never	5.6% (1)	5.6% (1)
answered question	18	18
skipped question		1

27. What is your usual commute destination? (If you do not see your destination listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
Downtown Seattle	50.0% (9)	50.0% (9)
First Hill in Seattle	16.7% (3)	16.7% (3)
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate freeway station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	16.7% (3)	16.7% (3)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish Park-and-Ride	0.0% (0)	0.0% (0)
Other (please specify)	3 replies (16.7%)	16.7% (3)
answered question	18	18
skipped question		1

28. When do you usually arrive at [Q27]?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
5-6 a.m.	0.0% (0)	0.0% (0)
6-7 a.m.	0.0% (0)	0.0% (0)
7-8 a.m.	77.8% (14)	77.8% (14)
8-9 a.m.	16.7% (3)	16.7% (3)
9-10 a.m.	0.0% (0)	0.0% (0)
Other (please specify)	1 reply (5.6%)	5.6% (1)
answered question	18	18
skipped question		1

29. Metro is proposing to streamline Route 216 by having it bypass the stop at Mercer Island Park-and-Ride. There are other routes that travel between Mercer Island and downtown Seattle (please see list of options below) and this stop attracts relatively few riders on Route 216. Would you support this change? Bus service options for riders at Mercer Island Park-and-Ride: - From Sammamish Park-and-Ride to Mercer Island Park and Ride, riders may connect to routes 211 or 554 at Eastgate freeway station. - From Mercer Island Park-and-Ride to Downtown Seattle, riders may take routes 202, 550 or 554.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
Yes	16.7% (3)	16.7% (3)
No	72.2% (13)	72.2% (13)
Other (please specify)	2 replies (11.1%)	11.1% (2)
answered question	18	18
skipped question		1

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
It would take more time	70.6% (12)	70.6% (12)
It would take less time	0.0% (0)	0.0% (0)
It would take the same amount of time	11.8% (2)	11.8% (2)
I don't know	17.6% (3)	17.6% (3)
answered question	17	17
skipped question		2

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Count
	14 replies	14
answered question	14	14
skipped question		5

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
Faster bus trips	18.8% (3)	18.8% (3)
Buses that come more often	81.3% (13)	81.3% (13)
answered question	16	16
skipped question		3

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Mercer Island Park-and-Ride	Response Totals
An available seat on a bus	37.5% (6)	37.5% (6)
More bus trips earlier in the morning and/or later in the afternoon	62.5% (10)	62.5% (10)
answered question	16	16
skipped question		3

	Mercer Island Park-and-Ride	Response Text	
1	X	<p>I am supportive of using limited resources to respond to demand, however, this represents a decrease in service to Mercer Island, especially problematic in the pm commute. The proposal does not demonstrate adequate coordination with Sound Transit. Riders use the system, not Metro or Sound Transit routes exclusively. Changes on Metro routes affect demand on Sound Transit routes.</p> <p>Currently I do not get on the first bus in the morning at the Mercer Island Park and Ride, waiting for the at least one more bus until there is room to squeeze on. This happens at least two out of five days in an average week. Without the 216 there will be fewer options and longer waits.</p> <p>In the pm commute this is much more problematic. I do not make it on the first bus 3 out of 5 days in an average week. At least once a week, 2 or 3 buses pass by full. In the pm you need to choose to wait in the tunnel (for the 550 and 216) or on the street for the 554. The 202 would require me to walk several blocks in an area that does not feel very safe in the dark. These route changes will increase my pm commute considerably, unless I hop any I-90 tunnel bus, get off at Rainier, and catch one of the 3 routes that still stop on Mercer Island. I have done that on very congested nights in the past, but now may need to do this more often. Waiting at the Rainier stop is not very pleasant, and buses may still be full and pass me by, but I would have a chance at finding space on a 554 or 202, or begging a driver to let me squeeze on a full 550.</p> <p>There are possible no cost solutions- first, easiest, have drivers announce and enforce that standers move to the back of the bus. Often the front is full, but there is room at the back. Some drivers don't seem to care, and don't say anything or play the recorded voice. My station does not have back door loading. Second, manage the headways of the 550s. Congestion on I-90 westbound in the pm peak, mean that buses cannot get down town on time to meet the tunnel schedule. I would suggest slightly decreased westbound service in the pm peak to stack a few 550's convention station. Release them to the tunnel in standard headways, so there is not a 15 minute wait for a 550 during the peak. Other option, take a route out of the tunnel that gains time from decreased stops, and move the 554 into the tunnel. Again manage the headways for the 554.</p> <p>I totally support the reduction in the 212. I watched enviously as multiple nearly empty 212s passed by while I waited for full 550s. Good luck!</p>	Jan 17, 2013 8:05 PM
2	X	It's always crowded on 550 and 554 buses. 216 is a good alternate bus for me to commute from Mercer Island to Downtown Seattle.	Jan 17, 2013 10:23 PM

	Mercer Island Park-and-Ride	Response Text	
3	X	<p>Are you guys crazy? The 216 is far less crowded than the 550 when it arrives at the Mercer Island Park and Ride. When I see the 216 coming I am relieved because I know I can get on, if it's the 550, it is often too crowded and the bus driver won't let us get on. Changing the route so the 216 does not stop at the Mercer Island park and ride will make the 550 even worse. Take a look at your rideship data or collect more. You will see the 550 overcrowded and leaving people behind in the morning at the Mercer Island Park and Ride sometimes during rush hour morning, you will find that almost every day in the afternoon rush hour riders are left unable to get on the 550 at King St. I know that you have assigned a guy to scan the ORCA cards at King St. to help pack people in the back of the bus which has helped but riders are still being left behind. When you can't get on the 550 the pat Metro answer is there is another 550 5 minutes behind this bus. The next 550 is just as bad, completely full, can't get on, VERY Frustrating.</p> <p>There is disparate treatment of the 550 bus riders. Their area contributes far more tax revenue than the other areas which have more bus service. The attitude seems to be that the 550 riders are not from disadvantaged neighborhoods and they can afford to drive to work. It is socially unjust to provide bus service for them. However, I would like to point out that not everyone on the 550 can afford to drive and park downtown. According to the 2010 census there is a lower percentage of white people in Bellevue than there is in Seattle! I would argue that equity and social justice demands that people served by the 550 should be allowed to get on the bus!</p>	Jan 18, 2013 1:18 PM
4	X	The 550 is overpacked as is and eliminating the 216 bus would be a disaster for Mercer Island commuters. It's already at a \$.50 premium to ride the 216 and the bus is rarely too full. Unless you can add a significant amount of 550 buses we are in even more trouble. I wait downtown for a bus that isn't filled to the max capacity.	Jan 18, 2013 2:17 PM
5	X	<p>WA State and the Seattle metro area need a realistic growth management plan (as London did in '37), with developers paying fully allocated costs for transport, as well as a revised rational transport plan that recognizes high efficiency environmentally sound SOVs, as well as busses. Busses can work, but only if they go where and when needed, AND if the P&Rs are constructed and placed (and policed and priced) to favor and serve their LOCAL constituency, not just fill with cheaters from unconstrained and freeloading developments located tens of miles away. The BUS system and P&R system is currently severely broken. It is NOT WORKING AS PRESENTLY configured. The Light Rail is going to be an even worse subsidized economic disaster, forever failing to serve real transport needs, as well as diverting scarce resources, as well as causing even more severe P&R issues, likely an order of magnitude worse than already exist now.</p> <p>Stop it. Your're ruing the entire Seattle metro area with these flawed and short sighted transport policies.</p>	Jan 19, 2013 9:54 AM
6	X	Routes 550 & 554 are already way over crowded during peak hours. We are crammed in like sardines. Forget finding a parking spot at the Park & Ride after 7 am - it is filled with Eastsiders. With the elimination of 216, I suspect the 202 will suffer the same experience.	Jan 19, 2013 11:36 AM

	Mercer Island Park- and-Ride	Response Text	
7	X	<p>All the busses from 7-8 am at the Mercer Island Park and Ride to downtown are packed. Lines already extend from the bus stop all the way to the entrance to the park and ride. It is the norm to fill multiple busses completely (not any room to stand in the isle and behind the yellow line) and wait for one or sometimes 2 more busses before getting on a bus. I doubt removing one of those busses will help resolve this situation.</p> <p>The park and ride on mercer island had been filling up by 8 am, so reducing service after 8am would have minimal impact to any commuter.</p>	Jan 19, 2013 4:43 PM
8	X	Proposes to 211 wouldn't actually affect me even though I ride it every day because I get on and off at mercer Island. the problem I see with it is that more and more people from Bellevue park at the Mercer Island Park and Ride instead of in Bellevue and the Mercer Island Park and Ride fills up very quickly.	Jan 21, 2013 9:28 AM
9	X	216 is how I travel from Sammamish to/from Mercer Island every day for work!	Jan 22, 2013 9:28 AM
10	X	As a Mercer Island resident, I already face the challenge of competing for a parking spot at the N Mercer Park & Ride with off-island commuters. The parking issue alone at this location should signal that more - not less - transit is needed. The 550 is often packed to capacity by the time it reaches Mercer Island from Bellevue in the morning, with the same issue in reverse in the evening. Having the 216 available as a transit option is helpful when other buses are too full to take on additional passengers. If the 216 route has to be changed to forgo Mercer Island, then Sound Transit and Metro need to work together to get more buses coming through the island on a regular basis. I know Sound Transit had planned to have express buses every 6-8 mins during heavy commute hours - however, as a regular commuter, I can tell you that the average wait time is more like 15-20 mins between buses especially in the mornings.	Jan 23, 2013 11:23 AM
11	X	<p>202 does not stop at I-90 & Rainier so is not an option.</p> <p>550 and 554 are always so crowded westbound @ MI or eastbound at I-90 & Rainier, that standing is always necessary and boarding is sometimes impossible at my travel times. 216 generally had some seats available and was preferred over 550 or 554.</p>	Jan 24, 2013 3:52 PM
12	X	The 216 offers an additional option for travel to and from Mercer island from downtown. The 216 bus is rarely full except for the trip into Seattle from Mercer island and from Seattle to Mercer Island. Please keep Mercer Island Park and Ride on your 216 line.	Jan 25, 2013 12:06 PM

	Mercer Island Park-and-Ride	Response Text	
13	X	<p>There are few efficient options for my commute home from First Hill to Eastgate Park and Ride if Metro eliminates eastbound 216 route service from Mercer Island P and R to Eastgate Freeway station.</p> <p>Route 211 does not arrive at a convenient time (wait 10 minutes at the bus stop; then ride a long snake-like ride up and down the hills before hitting the freeway, and stopping at just about every imaginable stop along the way).</p> <p>Route 205 provides timely and quick service to Mercer Island Park and Ride without my having to travel 12 blocks from 1st Hill down to 2nd Avenue and Seneca.</p> <p>However, there is no service from Mercer Island Park and Ride to Eastgate from 4:20 PM until 4:45 PM. That leaves a 25 minute wait at Mercer Island just to catch a bus to Eastgate Park and Ride.</p> <p>I suggest increased service from Mercer Island P and R to Eastgate Freeway Station during peak afternoon commutes (4:20 PM to 5:20 PM) by:</p> <p>1) Reduce route 210 by eliminating service by route 210 into downtown Seattle. Route 210 can provide better service by serving Park and Rides on the Eastside (e.g. Lakemont; Issaquah Park and Ride; Eastgate Freeway; Mercer Island P and R). There are numerous buses from these P and Rs to nearly anywhere in Seattle or to the Eastside. I would like to see route 210 service from Mercer Island around 4:30 PM to Eastgate Freeway Station</p> <p>2) Adjust afternoon route 211 service times. Start afternoon eastbound service times at Virginia Mason to on the hour or on the half-hour (vs. odd times like 3:40 PM; or 4:08 PM). First Hill employees will more likely use route 211 if it coincides with shift times. Along with eliminating overlapping service to S. Bellevue P and R, this will make route 211 more convenient and attractive for First Hill to eastside employees.</p>	Feb 4, 2013 9:09 PM
14	X	<p>I won't know how my commute will be affected until I see the new (February) schedules for all the buses I could possibly take to get me from home to work and back (210, 211, 550, 554, 271).</p> <p>As a person who commutes from Issaquah (Lakemont Blvd and SE Newport Way) to Mercer Island, I'd like to see as many buses as possible serve Eastgate P & R and Mercer Island P & R.</p> <p>Thanks!</p>	Feb 8, 2013 2:00 PM

North Issaquah

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
210	0.0% (0)	0.0% (0)
211	0.0% (0)	0.0% (0)
212	0.0% (0)	0.0% (0)
214	0.0% (0)	0.0% (0)
215	0.0% (0)	0.0% (0)
216	0.0% (0)	0.0% (0)
217	0.0% (0)	0.0% (0)
218	100.0% (1)	100.0% (1)
550	0.0% (0)	0.0% (0)
554	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	100.0% (1)	100.0% (1)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)

22. How often do you ride the bus?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
3 or more days a week	100.0% (1)	100.0% (1)
1 to 2 days a week	0.0% (0)	0.0% (0)
Occasionally (less than once a week)	0.0% (0)	0.0% (0)
Never	0.0% (0)	0.0% (0)
answered question	1	1
skipped question		0

23. What is your usual commute destination? (If you do not see your destination listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
Downtown Seattle	100.0% (1)	100.0% (1)
First Hill in Seattle	0.0% (0)	0.0% (0)
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate freeway station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish Park-and-Ride	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)
answered question	1	1
skipped question		0

24. When do you usually arrive at [Q23]?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
5-6 a.m.	0.0% (0)	0.0% (0)
6-7 a.m.	0.0% (0)	0.0% (0)
7-8 a.m.	0.0% (0)	0.0% (0)
8-9 a.m.	0.0% (0)	0.0% (0)
9-10 a.m.	100.0% (1)	100.0% (1)
Other (please specify)	0 replies (0.0%)	0.0% (0)
answered question	1	1
skipped question		0

25. Metro is proposing to streamline Route 216 by having it serve Issaquah Highlands Park-and-Ride and bypass the traffic congestion in North Issaquah. Riders who use this part of the route would have the option of taking routes 269 or 927 from Sammamish Park-and-Ride to Issaquah Transit Center where they can connect to routes 214 or 554. Additional trips may also be added on the 216 to provide more capacity for riders at Issaquah Highlands Park-and-Ride. Would you support this change?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
Yes	100.0% (1)	100.0% (1)
No	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)
answered question	1	1
skipped question		0

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
It would take more time	0.0% (0)	0.0% (0)
It would take less time	0.0% (0)	0.0% (0)
It would take the same amount of time	0.0% (0)	0.0% (0)
I don't know	100.0% (1)	100.0% (1)
answered question	1	1
skipped question		0

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Count
	1 reply	1
answered question	1	1
skipped question		0

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
Faster bus trips	0.0% (0)	0.0% (0)
Buses that come more often	100.0% (1)	100.0% (1)
answered question	1	1
skipped question		0

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	North Issaquah Park-and-Ride	Response Totals
An available seat on a bus	0.0% (0)	0.0% (0)
More bus trips earlier in the morning and/or later in the afternoon	100.0% (1)	100.0% (1)
answered question	1	1
skipped question		0

	North Issaquah Park- and-Ride	Response Text	
1	X	Please focus on improving the tardiness that plagues route 218 on the evening commutes coming out of seattle back to issaquah. Sometimes 2 buses are simply skipped...i.e. they never even show up!	Jan 18, 2013 9:56 AM

	North Issaquah Park- and-Ride	Email Address:	
1	X	sai.ramani@gmail.com	Jan 18, 2013 9:57 AM

South Bellevue

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
210	0.0% (0)	0.0% (0)
211	89.3% (25)	89.3% (25)
212	0.0% (0)	0.0% (0)
214	0.0% (0)	0.0% (0)
215	0.0% (0)	0.0% (0)
216	3.6% (1)	3.6% (1)
217	0.0% (0)	0.0% (0)
218	3.6% (1)	3.6% (1)
550	14.3% (4)	14.3% (4)
554	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	100.0% (28)	100.0% (28)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0.0% (0)

3. How often do you ride the bus?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
3 or more days a week	96.4% (27)	96.4% (27)
1 to 2 days a week	3.6% (1)	3.6% (1)
Occasionally (less than once a week)	0.0% (0)	0.0% (0)
Never	0.0% (0)	0.0% (0)
answered question	28	28
skipped question		0

4. What is your usual commute destination? (If you do not see your destination listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
Downtown Seattle	7.1% (2)	7.1% (2)
First Hill in Seattle	82.1% (23)	82.1% (23)
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate freeway station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish Park-and-Ride	0.0% (0)	0.0% (0)
Other (please specify)	3 replies (10.7%)	10.7% (3)
answered question	28	28
skipped question		0

5. When do you usually arrive at [Q4]?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
5-6 a.m.	0.0% (0)	0.0% (0)
6-7 a.m.	17.9% (5)	17.9% (5)
7-8 a.m.	39.3% (11)	39.3% (11)
8-9 a.m.	39.3% (11)	39.3% (11)
9-10 a.m.	0.0% (0)	0.0% (0)
Other (please specify)	1 reply (3.6%)	3.6% (1)
answered question	28	28
skipped question		0

6. Metro is proposing to streamline Route 211 by moving it to the Eastgate freeway station and bypassing the South Bellevue Park-and-Ride. This change would save about 8-10 minutes for riders traveling between Downtown Seattle and Eastgate or the Issaquah Highlands Park-and-Ride. There are also bus options available for riders at South Bellevue Park-and-Ride and nearby bus stops (please see list of options below). Would you support this change? Bus service options for riders at South Bellevue Park-and-Ride and nearby bus stops include: - At South Bellevue Park-and-Ride, riders may take Sound Transit Route 550 to Downtown Seattle and transfer to First Hill - At the I-90 and Richards Road pair of bus stops, riders may take Route 210 from Factoria Boulevard and SE 38th Street to Downtown Seattle and transfer to First Hill. - At Eastgate Park-and-Ride, riders may walk up to the Eastgate freeway station and take Route 211.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
Yes	3.6% (1)	3.6% (1)
No	85.7% (24)	85.7% (24)
Other (please specify)	3 replies (10.7%)	10.7% (3)
answered question	28	28
skipped question		0

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
It would take more time	92.6% (25)	92.6% (25)
It would take less time	0.0% (0)	0.0% (0)
It would take the same amount of time	3.7% (1)	3.7% (1)
I don't know	3.7% (1)	3.7% (1)
answered question	27	27
skipped question		1

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Count
	27 replies	27
answered question	27	27
skipped question		1

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
Faster bus trips	11.5% (3)	11.5% (3)
Buses that come more often	88.5% (23)	88.5% (23)
answered question	26	26
skipped question		2

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	South Bellevue Park-and-Ride	Response Totals
An available seat on a bus	53.8% (14)	53.8% (14)
More bus trips earlier in the morning and/or later in the afternoon	46.2% (12)	46.2% (12)
answered question	26	26
skipped question		2

	South Bellevue Park- and-Ride	Response Text	
1	X	The 550 needs more buses.	Jan 17, 2013 5:43 PM
2	X	211 is my only bus that takes me to my work and I use it 5 days a week at south Bellevue park and ride stop.	Jan 17, 2013 5:44 PM

	South Bellevue Park- and-Ride	Response Text	
3	X	I'd go back to driving my car into Seattle if the 211 stopped servicing the South Bellevue Park and Ride. Switching at the ID Station to ST 550 in the evening only works in theory; in practice, ST 550 is full with MI riders by the time it gets to the end of the bus tunnel. I hope you can find a way to keep 211 stopping at South Bellevue. Most of the time you want to save is due to the Richards Road routing to Eastgate, not the South Bellevue stop. Thanks.	Jan 17, 2013 5:50 PM
4	X	<p>I am amazed at the lack of foresight when it concerns commuters and Metro. We are told that we should take the bus to help ease environmental impact as well as traffic impact. Then you make park and ride locations that don't have enough spaces or adequate parking to meet the needs of the daily commuter, and continually cut back on routes and availability.</p> <p>If you want people to use this system more then you need to address the simple needs of adequate parking and adequate amounts of routes to be useful for the daily commuter. If the 211 is removed from South Bellevue P&R I will become one more user who shuns the Metro and adds to the already over-congested freeways and the environmental waste as well.</p> <p>Very sad at how the needs of the daily commuter are handled, or in most cases not handled.</p>	Jan 17, 2013 5:52 PM
5	X	<p>With this change I would start to drive to work. This is a very short sighted change as the Bellevue P&R also allows for access to I-90 and I-405 in both directions. Having Eastgate only will further add to the already bad congestion in that area, including Factoria in the evenings as 405 access is very difficult from Eastgate P&R. The alternate routes toward Seattle are much longer given the need to transfer.</p> <p>I have an alternate idea. Wait until the streetcar is completed, then everyone can take the 550, 114, etc., etc., etc. and can get off at the Union Station then get quickly up to first hill. There are no other routes currently that can do that.</p> <p>A second alternative is to eliminate Swedish Cherry Hill from the route. That adds more than 10 minutes to the route because the bus goes all the way to 23rd, yet makes no stops along the way. Take 14th to Jefferson, stop at that intersection and let people off for Swedish Cherry Hill (it's one block-ish from there). Then turn left on Jefferson and complete the route.</p> <p>Steve</p>	Jan 17, 2013 5:59 PM
6	X	The 211 is the ONLY direct bus from bellevue to first hill. I do t mind walking downtown in the afternoon but walking up hill from the transit tunnel in the morning is no fun. In the afternoon, I take the 550 and every day it is standing room only. It's so crowded that people can't get off at the early stops. Please do something about the afternoon crowding on the 550 while keeping the only route to first hill from bellevue in the morning. I sometimes will take the 550 in the am and transfer to the 2 but that is always standing room only as we'll as the connection times aren't that great. I usually just miss it at university station and then have to either walk up the hill or wait around. The 211 is definitely the better option for the morning commute.	Jan 17, 2013 6:08 PM

	South Bellevue Park- and-Ride	Response Text	
7	X	I have used the 211 (previously 942) route for 19yrs to First Hill. It was a great route and always ran on time until the the route times were changed to accommodate the train and then made worst when Iss highlines was added to the route. There are plenty of other buses serving Iss to Mercer Is P&R and Iss to Sea. Regardless of the time of day I commute, there are always 7 to 15 people at the S Bell P&R who ride the 211. You say the 550 is an alternate route to Downtown Seattle but then it's the 3 or 4 up the hill which are not acceptable buses. I could also get off the 550 at Mercer Is P&R instead of S Bell, which probably would work in the AM but there isn't the cover there. In the PM the 550 is so crowded at Mercer Is, it is standing room only. It would be another transfer for me in the PM as I transfer to the 249 as my route or I have yet another transfer from the 550 to another route if I stay on the 550 back to the Bell Transit Center. I prefer the route take a bit longer than be majorly inconvenienced with this proposed re route. And when and who decided S Bell was not a major P&R. It is always so full of people and the 550 is always standing room only. Please leave the 211 route alone.	Jan 17, 2013 9:24 PM
8	X	This change would be very distressing and would add significant time to my door-to-door commute. It will also cause a lot of competition for parking at the Mercer Island Park and Ride, and add many more cars to I 90 traffic and increase our gas costs. Please reconsider this proposal.	Jan 17, 2013 10:09 PM
9	X	Use a bigger bus and keep the So Bellevue P&R stop.	Jan 18, 2013 7:16 AM
10	X	By eliminating the South Bellevue P&R, this will make my commute longer and less convenient if I have to transfer or if I consider still taking the 211 and leaving my car at another park and ride.	Jan 18, 2013 9:17 AM
11	X	The proposal would be terrible. How about dropping the stop between Eastgate and S. Bellevue, as well as Ranier Station--where NO ONE ever gets off or on. It would take me MORE time for me to get to Eastgate or Mercer Island. Mercer Island, also, never has parking available--which is a problem at S. Bellevue also if you get there later.	Jan 18, 2013 12:43 PM
12	X	First, I am sorry to hear that the South Bellevue Park and Ride, with its hundreds of cars and unique proximity to downtown Bellevue, isn't considered a "a major park-and-ride on the Eastside", per your proposal. Second, it is very difficult to transfer from the 211 to the proposed remaining buses that will service South Bellevue at the International District station. Those remaining buses are packed full in the morning and evening at the International District stop and can be very hit-and-miss with the twice-an-hour 211.	Jan 18, 2013 1:53 PM

	South Bellevue Park- and-Ride	Response Text	
13	X	<p>I have been riding this route for years. It is very convenient. It is one of the main reasons that I work where I do. At the S Bellevue P&R about a dozen of us get on the bus at 7:17 AM. We make up about 50% of the ridership at that time. So why would you consider the people at the S Bellevue P&R less important than those coming from Issaquah?</p> <p>All your options would mean that I would need to take 2 buses each way each day. This increases my commute time by almost an hour. Also on occasion when I have had to take the 550 from Seattle to Bellevue (because I missed the last 211) I have to stand all the way to Bellevue. I am a senior citizen and not only is it difficult but dangerous. Since you don't have enough 550 busses to handle the current ridership why in the world would you be stupid enough to have all the people who use the 211 switch to the 550. Do any of you actually ride the buses to see how ridership works?</p> <p>Will you eliminate the 211 stop at Mercer Island as that also adds to the commute time?</p>	Jan 21, 2013 7:20 PM
14	X	<p>Not having the 211 stop at the South Bellevue Park and Ride would be very inconvenient for So. Bellevue residents who commute into Harborview Medical Center. Currently there is no need to transfer. Also the 3 and 4 buses are overcrowded and are often running late.</p>	Jan 22, 2013 12:40 PM
15	X	<p>I am very concerned about the affect that removing the stop at Mercer Island from route 216 will have on route 550. The 550 is absolutely packed every day between 4:45 and 5:30 and even later. Forget about getting a seat! I can't even get on the bus sometimes at International District. What will happen when all those route 216 riders try to squeeze on route 550? I doubt they'd transfer to the 554 or other mercer island routes. I think when route 212 was taken out of the tunnel, a lot of Eastgate riders tried to fit onto other tunnel routes rather than stay on the 212. I thought that was why you guys made it so route 218 doesn't stop at Eastgate anymore. So I expect mercer island riders on route 216 will do the same.</p>	Jan 22, 2013 5:42 PM

	South Bellevue Park- and-Ride	Response Text	
16	X	<p>I am a healthcare provider at First Hill, determined to use mass transit. I live within walking distance of South Bellevue Park and Ride and use Route 211 regularly for travel to and from work.</p> <p>South Bellevue P & R is a Major bus stop for ridership. The options or alternatives are not beneficial to riders. Mercer Island P & R is TOO small, and places my S.O.V on the I-90 corridor traveling west to find Parking at a very small lot.</p> <p>Traveling to Eastgate P & R is a poor option, again it puts more cars back on I-90 eastbound to find parking to ride the 211.</p> <p>Bust stop at South Bellevue Park and Ride is necessary to provide direct transportation to the First Hill hospitals and health care facilities or their providers. I have taken route 550 to downtown and I am opposed to transferring to a 2nd bus to get to work in a "timely manner" as an essential healthcare provider! Suggest start time for Issaquah stop is moved to earlier time, so those of us who regularly use South Bellevue P & R are not penalized by having OUR Stop discontinued.</p>	Jan 23, 2013 10:26 AM
17	X	<p>I have been taking the 211 from South Bellevue P & R at 7:17 am for past 3+ years every morning/afternoon to commute to/from work. Stopping this location would make me drive from Bellevue to Mercer Island daily which would significantly increase my commute home with traffic, etc on I-90.</p> <p>I have not had problems with this route until this most recent bus driver has been consistently ~10 min late picking us up every morning. This is not due to increase in passengers, rather overall late and becomes increasingly late throughout commute, arriving at work ~15 min past schedule.</p>	Jan 23, 2013 1:26 PM
18	X	<p>Please don't take away the s Bellevue p and r stop. I have been riding that bus everyday for the past 3 years and love it. I work at harborview, and if the bus route changed, I would have to walk up the hill or take the 3/4 bus every morning which is always full or never on time. Please, please, please don't take the stop away. Thank you for your consideration.</p>	Jan 23, 2013 2:36 PM
19	X	<p>I purposely take the 211 because it's a commuter bus, I don't like the 550 or the 3/4 because of the EXTREME overcrowding of those buses and that they can have all sorts of people, and a good amount of time they are filled with people not coming or going to work.</p> <p>This P&R is about as close to the freeway as you can get without it being a freeway station and I don't see 8 minutes as something of a big deal with commuters. What would be nice is if the timetables were fixed and actually showed the times the buses come, since they are consistently late, on average 8 minutes in fact. Please do not make this change, the bus has just the right amount of people on it.</p>	Jan 23, 2013 9:31 PM

	South Bellevue Park- and-Ride	Response Text	
20	X	<p>The service from south bellevue has already been substantially modified over the past three yearws, requiring that what is supposed to be "express" service to First Hill has now been rerouted to go to King Street station before reaching First Hill and leaving First Hill.</p> <p>The proposed changes will require that I increase my morning drive by 15 minutes. The use of the 550 is not an acceptable alternative as the 3 and 4 buses that run to First Hill and Cherry Hill do not run from Pioneer Square early enough to get me to Cherry Hill by 7:00 am.</p>	Jan 24, 2013 2:27 PM
21	X	<p>If 211 cancel to pick us up at Bellevue P&R, please consider the following:-</p> <ol style="list-style-type: none"> 1. Increase the frequency schedule of bus 550 - at less 1 or 2 more bus from 5am - 6am. 2. Bus 211 like bus 216 & 218 - only pick up at Bellevue P&R in the morning to First Hill, but NOT in the afternoon. <p>Please help us. Thanks!</p>	Jan 25, 2013 7:52 AM
22	X	<p>Eliminating the south Bellevue P&R service is a terrible idea. Shifting the south Bellevue passengers to the 550 and then to the 3/4 is the main problem. The 550 is one of the most overcrowded commuter routes in the Puget Sound (despite running "theoretically" every 5 mins), and the 3/4 aren't much better. Plus, those of us that take another bus to the park and ride would then have to take THREE buses each morning, which is just ridiculous and greatly increases the likelihood of being late for work. It just doesn't seem like saving 8 mins in commute time for others (rather an overstatement I would guess also) would make up for the enormous inconvenience to the Bellevue users.</p> <p>One of the stated goals of these changes as a whole is to reduce overcrowding on the buses. I've already mentioned the ridiculousness of shifting us to the VERY overcrowded 550. But the 211 isn't overcrowded as it is, despite having on average 5-10 people get on at the S. Bellevue stop (at least at the times I use it... it diminishes with the later routes as the park and ride becomes full), so if you eliminate it it will be UNDER utilized.</p> <p>On the whole, I don't see the value in eliminating S Bellevue from the route, and it would cause me (and others) a whole lot of difficulty</p>	Jan 25, 2013 10:12 AM
23	X	<p>There are very few options for direct transport from the Eastside to Cherry Hill. Coming from Kirkland to the South Bellevue Park and Ride is the best option right now and having to go backwards to the Eastgate park and ride or to the very small Mercer Island Park and Ride would significantly impact my commute and that of the many people that use the South Bellevue Park and Ride for the 211. Having to ride into downtown Seattle and ride the 3 or 4 up to Cherry Hill adds time and is a very crowded and dangerous bus route which I do not intend to take.</p>	Jan 29, 2013 11:05 AM

	South Bellevue Park- and-Ride	Response Text	
24	X	I am appalled that you are considering this. I work at swedish hospital and I count on this bus to get to work. Parking at Swedish is 12.00 \$ a day. That is why I started taking the bus . Also, I need it when it snows. Also, I take it for my earlier shifts because of the traffic. Taking 550 is not acceptable and will take longer. They are also considering tolling I 90. That is another reason I need the bus. If I drive i'll have to pay a toll plus pay 12.00\$ to park! Also, I used to take the taxi that went to the park and rides for my later shifts, but you cancelled that.We've been forced out of our cars and now you are taking my bus stop away! I think that I'll just have to retire earlier than expected. Also sound transit is putting the train through our neighborhood. We just can't win.	Jan 29, 2013 4:59 PM
25	X	Hope metro will not make this decision. Thanks	Jan 31, 2013 8:55 AM
26	X	Since this route serves the hospitals on first hill it is the only option for a direct route to work for me. Taking the other options adds considerable time, and transfers, or walking up the hill. There are a large number of people taking this bus at this stop.	Jan 31, 2013 10:45 AM
27	X	Why wouldn't there be a question that asks if people think saving a couple of minutes on their commute to and from work is worth bypassing a stop on the route? That is really what this survey should be about. I've never heard people complain on our bus that the route takes too long. There are a lot of people who would be affected negatively with this change. The 550 is always crowded and very inconvenient to take when going to First Hill. Also, Mercer Island P&R is too far to commute to and there seems to be less spots available there than from S. Bellevue. Currently, I park at the South Bellevue P&R and take the 211 to and from work every day. I go at various times and there are always other people who get on and off with me. It just doesn't make sense that you would want take away a stop on a bus route knowing that there are a lot of people who use it.	Feb 10, 2013 4:07 AM

Eastgate

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
210	0.0% (0)	0.0% (0)	0.0% (0)
211	5.1% (7)	5.1% (4)	5.1% (11)
212	94.1% (128)	82.3% (65)	89.8% (193)
214	0.0% (0)	1.3% (1)	0.5% (1)
215	2.9% (4)	10.1% (8)	5.6% (12)
216	2.9% (4)	25.3% (20)	11.2% (24)
217	3.7% (5)	2.5% (2)	3.3% (7)
218	0.7% (1)	20.3% (16)	7.9% (17)
550	2.9% (4)	3.8% (3)	3.3% (7)
554	9.6% (13)	25.3% (20)	15.3% (33)
Other (please specify)	3 replies (2.2%)	4 replies (5.1%)	3.3% (7)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Eastgate lower platform	100.0% (136)	0.0% (0)	62.7% (136)
Eastgate Freeway Station	0.0% (0)	100.0% (81)	37.3% (81)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0 replies (0.0%)	0.0% (0)

11. How often do you ride the bus?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
3 or more days a week	93.2% (124)	94.9% (74)	93.8% (198)
1 to 2 days a week	6.8% (9)	5.1% (4)	6.2% (13)
Occasionally (less than once a week)	0.0% (0)	0.0% (0)	0.0% (0)
Never	0.0% (0)	0.0% (0)	0.0% (0)
answered question	133	78	211
skipped question			6

12. What is your usual commute destination? (If you do not see your destination listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Downtown Seattle	85.3% (116)	74.7% (59)	81.4% (175)
First Hill in Seattle	3.7% (5)	8.9% (7)	5.6% (12)
Eastgate lower platform	5.9% (8)	1.3% (1)	4.2% (9)
Eastgate freeway station	0.7% (1)	5.1% (4)	2.3% (5)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.7% (1)	1.3% (1)	0.9% (2)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)	0.0% (0)
South Sammamish Park-and-Ride	0.0% (0)	1.3% (1)	0.5% (1)
Other (please specify)	5 replies (3.7%)	6 replies (7.6%)	5.1% (11)
answered question	136	79	215
skipped question			2

13. When do you usually arrive at [Q12]?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
5-6 a.m.	0.8% (1)	5.2% (4)	2.4% (5)
6-7 a.m.	17.3% (23)	11.7% (9)	15.2% (32)
7-8 a.m.	42.9% (57)	23.4% (18)	35.7% (75)
8-9 a.m.	33.1% (44)	45.5% (35)	37.6% (79)
9-10 a.m.	5.3% (7)	10.4% (8)	7.1% (15)
Other (please specify)	1 reply (0.8%)	3 replies (3.9%)	1.9% (4)
answered question	133	77	210
skipped question			7

14. Route 210 is currently performing below Metro's guidelines for productivity and could be cut in the future if its performance isn't improved. Metro is proposing to change the route to serve the Eastgate freeway station. Riders who currently board the bus at I-90 and Richards Road would board at Factoria Boulevard and SE 38th Street. This change would improve the route's performance by adding riders, but would also add about 3-4 minutes of travel time. Would you support this change?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Yes	58.1% (68)	60.3% (44)	58.9% (112)
No	14.5% (17)	17.8% (13)	15.8% (30)
Other (please specify)	32 replies (27.4%)	16 replies (21.9%)	25.3% (48)
answered question	117	73	190
skipped question			27

15. Metro is proposing to streamline Route 211 by moving it to the Eastgate freeway station and bypassing the South Bellevue Park-and-Ride. This change would save about 8-10 minutes for riders traveling between Downtown Seattle and Eastgate or the Issaquah Highlands Park-and-Ride. There are also bus options available for riders at South Bellevue Park-and-Ride and nearby bus stops (please see list of options below). Would you support this change? Bus service options for riders at South Bellevue Park-and-Ride and nearby bus stops include: - At South Bellevue Park-and-Ride, riders may take Sound Transit Route 550 to Downtown Seattle and transfer to First Hill - At the I-90 and Richards Road pair of bus stops, riders may take Route 210 from Factoria Boulevard and SE 38th Street to Downtown Seattle and transfer to First Hill. - At Eastgate Park-and-Ride, riders may walk up to the Eastgate freeway station and take Route 211.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Yes	55.9% (66)	67.6% (50)	60.4% (116)
No	21.2% (25)	14.9% (11)	18.8% (36)
Other (please specify)	27 replies (22.9%)	13 replies (17.6%)	20.8% (40)
answered question	118	74	192
skipped question			25

16. Metro is proposing to move Route 211 from the lower platform at Eastgate Park-and-Ride to the Eastgate freeway station. This change would mean fewer bus trips serve the lower platform, but riders would have the option to board routes 210, 215, 216*, 218*, or 554 at Eastgate freeway station. Where would you expect to board the bus if this change is made? * - morning only

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Eastgate Park and Ride Lower Platforms	55.6% (70)	12.0% (9)	39.3% (79)
Eastgate Freeway Station	21.4% (27)	70.7% (53)	39.8% (80)
Not applicable	23.0% (29)	17.3% (13)	20.9% (42)
answered question	126	75	201
skipped question			16

35. Please describe why you would expect to use the lower platform at Eastgate Park-and-Ride for bus access?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Easier to get a seat on the bus	64.3% (45)	88.9% (8)	67.1% (53)
Easier to connect with routes 221, 226, 240, 241, 245 or 271	14.3% (10)	0.0% (0)	12.7% (10)
Better passenger facilities at the lower platform	55.7% (39)	22.2% (2)	51.9% (41)
Unable to walk to/from Eastgate Freeway Station	28.6% (20)	11.1% (1)	26.6% (21)
Other (please specify)	26 replies (37.1%)	1 reply (11.1%)	34.2% (27)
answered question	70	9	79
skipped question			138

36. Please describe why you would not support the proposed change to Route 215.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
I travel to/from a destination in Issaquah	0.0% (0)	0.0% (0)	0.0% (0)
I transfer to a route in Issaquah that I will not be able to transfer to at Eastgate.	0.0% (0)	0.0% (0)	0.0% (0)
Other (please specify)	0 replies (0.0%)	0 replies (0.0%)	0.0% (0)
answered question	0	0	0
skipped question			217

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
It would take more time	63.0% (80)	39.4% (28)	54.5% (108)
It would take less time	4.7% (6)	15.5% (11)	8.6% (17)
It would take the same amount of time	6.3% (8)	23.9% (17)	12.6% (25)
I don't know	26.0% (33)	21.1% (15)	24.2% (48)
answered question	127	71	198
skipped question			19

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Count
	104 replies	57 replies	161
answered question	104	57	161
skipped question			56

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
Faster bus trips	23.4% (30)	34.7% (25)	27.5% (55)
Buses that come more often	76.6% (98)	65.3% (47)	72.5% (145)
answered question	128	72	200
skipped question			17

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").		
	Eastgate lower platform	Eastgate Freeway Station	Response Totals
An available seat on a bus	49.6% (63)	42.3% (30)	47.0% (93)
More bus trips earlier in the morning and/or later in the afternoon	50.4% (64)	57.7% (41)	53.0% (105)
answered question	127	71	198
skipped question			19

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
1		X	<p>Question 4 is not clear! IF you change the stop to the eastgate freeway station, OF COURSE I would board there as it does not stop at the lower platform....Please also consider that there is a significant amount of people piling up on the lower platform and there is NOT enough room on the freeway ramp leading to potentially UNSAFE conditions. Today, 1/17/13, all buses seemed to be 5 min late around 7am and a lot of people where on the ramp.</p> <p>Also I would prefer to have 212 back in the tunnel at least in the afternoon as 2nd Ave is most days significantly slower!</p>	Jan 17, 2013 2:24 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
2	X		Currently, the lines for getting on the 212 at the lower platform are routinely long in the early mornings. It would be a shame to move the pick up location to the Freeway where there isn't very much covered area for people to wait for the bus. There is a nice area for people to wait in inclement weather at the lower platform.	Jan 17, 2013 5:05 PM
3	X		I find the Eastgate Freeway stop difficult to use and prefer the lower platforms. I would not support cuts to the morning routes as I find the current schedule limited and my morning bus to be crowded as it is. I would prefer the 212 route be left as it is.	Jan 17, 2013 5:08 PM
4	X		My Bus has really long lines in the mornings on the lower platform, there is not as much space for lines on upper freeway stop and nor any real shelter in bad weather. I am already extremely unhappy with the fact that the 212 was moved out of the tunnel, making for a very chaotic return trip as there are too many buses loading and off loading in a small area. Resulting in delays and late buses!	Jan 17, 2013 5:37 PM
5	X		I am very concerned if any changes occur to the number of morning buses on rt 212 if they are cut between 6 & 9Am. Also, the peak evening times of 430-530pm are often standing room only by the time we get to the last stop in downtown/Intl District.	Jan 17, 2013 5:43 PM
6	X		I don't mind walking to the freeway stop, I did it for year's, but it is often windy and wet, plus the waiting is bad since the cover is inadequate.	Jan 17, 2013 5:47 PM
7		X	Taking both 218 and 216 away from Convention Place station is VERY inconvenient for us working at First Hill and living in Bellevue. Please DO NOT change. I would even propose bring 218 back to stop at Eastgate freeway station in PM. Thank you. --CN	Jan 17, 2013 5:48 PM
8	X		After 10 years of bus riding it's time to start driving again.	Jan 17, 2013 5:48 PM
9		X	I disagree with reducing the number of trips the 212 makes heading east in the evenings. I have found those buses to be quite crowded, and now that we are on 2nd avenue instead of in the tunnel, it's a very cold wait some evenings for a bus to arrive.	Jan 17, 2013 5:49 PM
10		X	I strongly encourage metro to return 212 and other eastgate park and ride buses to the bus tunnel and if necessary keep the Issaquah buses 218 etc on surface streets. With the requirement to pay on boarding and variable traffic pattern boarding 212 on second is often an unorganized elbowing mess. Plus there is no reliable location to wait to board the bus making it easy to miss while standing at the stop. I wonder how riders that are visually or mobility impaired can survive the pushing rush to find and board the correct bus on second.	Jan 17, 2013 5:52 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
11		X	<p>Currently 212 is my primary route from Eastgate to downtown Seattle. In the morning, there are enough trips to get to downtown seattle. However, if Metro cut the number of trips of 212 from downtown Seattle to Eastgate, it would be a bad idea as currently the evening 212 buses are very crowded and sometimes there is no room to add passengers at the stop.</p> <p>My opinion is: it is ok to cut morning trips for 212 as Metro is adding other buses to serve Eastgate. Please don't cut the number of evening trips for 212 because it would make it very hard for people like me who commute everyday to work to get home from downtown Seattle.</p> <p>Thank you very much for your consideration!</p>	Jan 17, 2013 5:57 PM
12	X		<p>I ride the 212 every day to and from downtown Seattle. It is very rare to be on a 212 going either direction that is not filled to standing room only. Reducing the number of trips will only make this worse. Often the lines for the 212 at lower Eastgate P&R are already longer than what could be accommodated at the Freeway station. Reducing the number of trips will make the lines even longer and there is no way the freeway station facilities could accommodate this.</p>	Jan 17, 2013 5:58 PM
13	X		<p>There are problems with this proposal too. this means MANY MORE people will be walking down 142 pl on an UNSAFE sidewalk - the cars and buses are always driving at speeds to HIGH, there is no barrier between cars/buses and pedestrians, the sidewalk is narrow, the bus stop (flyover) at eastgate would be PACKED with all the riders - leading to another UNSAFE condition.</p> <p>The idea of consolidating is a GREAT one, however, I am deeply concerned with safety issues and would only support this with those conditions being mitigated. I also think this would lead to better use of the esatgate park and ride which I believe is underutilized (especially versus the alternative, the south bellevue P&R).</p>	Jan 17, 2013 6:03 PM
14		X	<p>It's encouraging that Eastgate Freeway station will be better served.</p>	Jan 17, 2013 6:06 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
15	X		<p>The problem with moving the 212 to the freeway platform is at least for the trips leaving right around 9am there are enough riders in the area that the line of people waiting for the buses would be longer then the platform. At the lower platform the line for the bus is often longer then the bus itself at both locations and the upper platform is only 2 busses long. It would also seem to be a significant decrease in accability for people riding the 212. Right now somebody with limited mobility could take the 212 and only have to walk across the lower platform to the drop off location and be picked up or dropped of by a car and not have to go up the elevator and walk across to the freeway level.</p> <p>And I answered I don't know to the effect on my commute since you have not released the reduced schedule and I do not know if that would impact making my connection to another bus in downtown.</p>	Jan 17, 2013 6:17 PM
16	X		<p>I rely on the bus to get to and from work 5 days a week and have done so for almost 17 years. Your proposal to reduce the number of am and pm 212 buses and require morning riders to board at the freeway flyer stop stinks. The 212 buses are already severely over-crowded; especially in the pm (when I board at 2nd and Cherry) it is rare that I can get a seat, regardless of when I leave work during the 4:30 to 6:30 pm window. There is not room at the Eastgate freeway flyer station to safely accommodate all of the am riders that your proposal would displace from the "lower Eastgate" stop. In addition, the freeway flyer station was not designed to protect a large number of riders from the wind and rain. The other routes that you propose to route to the flyer stop either (a) are already full by the time they reach Eastgate (218, 554, and possibly others); (b) make additional stops that would add time to the morning commute without adding any value to those of us boarding at Eastgate (216, 554, 210, 211), (c) don't go where we need to go (211), or (d) require that we exit in the tunnel - where you have repeatedly shown an inability to keep the escalators in reliable service (216, 218).</p> <p>Please retain the lower Eastgate stop and retain at least the same number (if not more) of 212 buses in service.</p>	Jan 17, 2013 6:17 PM
17		X	<p>I feel that as buses get fuller more buses should run versus less. If you eliminate bus routes traffic on I-90 will decrease. The route change that happened last year in this area where bus#221 was added and others were eliminated did not turn out. Bus 221 is not empty as the past route running in 161st street was always full serving those who worked for Boeing. Fuller buses means less cars on the freeways, less increase these routes and eliminate or change the empty buses!!</p>	Jan 17, 2013 6:18 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
18	X		<p>The S Bellevue P&R is so full of cars anyway, and Eastgate P&R close enough that those driving to S. Bellevue could just as easily drive and park at Eastgate P&R. I don't know how many riders of the 211 getting on at S. Bellevue P&R are transferring from other buses, though.</p> <p>Note, too, that the Eastbound direction of the 211 (PM commute) suffers a major clogging point adding time when the bus exits at Factoria Blvd, which is often heavy with auto traffic and can take several light changes to get through.</p>	Jan 17, 2013 6:20 PM
19	X		<p>Why would you cut bus routes (212) when they are already crowded. These routes are not only crowded in the evening, they are crowded in the morning. I have boarded the bus at every time during 7:45 and 8:30. These buses are always crowded and I board at the lower eastgate to get a seat. By the time we reach the freeway, there is hardly standing room. Buses load approximately every 10 minutes from these 2 locations. Your proposal to cut these buses makes no sense.</p> <p>Isn't it interesting that we spend thousands of dollars from the marketing department to get people to ride transit, then you cut the service once the traffic picks up. Logically, make take a look at the marketing department, less commercials, enough buses.</p>	Jan 17, 2013 6:29 PM
20		X	<p>I don't see anything in this survey addressing the EXTREME crowding on the 212 routes in the evening. I get on at 2nd and Cherry, and it does not matter what time in the evening, but I ALWAYS have to stand. Usually re driver has to turn away passengers at later stops because the bus has reached capacity. If I was one off those passengers at a later stop, I would be pissed. Please, whether it's adding more stops to serve Eastgate or what, but something needs to be done.</p>	Jan 17, 2013 6:30 PM
21	X		<p>The 212 is often packed in the morning From the lower platform. Moving this quantity of people to the freeway station makes no sense and would further back up traffic on the on and off ramps. More routes should serve the lower platform and be added at more busy times rather than reducing</p>	Jan 17, 2013 6:48 PM
22		X	<p>I can't believe you are taking away more 212 routes. already there are times when the 212 is full at the fwy station, especially between 8:15and 9:15. The 218 bus that stops is also frequently full. I have had to wait at least one bus and several times two buses in order to get on one during this high traffic time.</p>	Jan 17, 2013 6:48 PM
23	X		<p>I ride 212. We got moved out of the tunnel and I spend more time walking out in the weather. I would appreciate a little more protection at the bus stop on 2nd near Stewart. If we get moved to the freeway station, that means even more exposure to the rain and cold. Also, sometimes there is quite a line in the morning and I don't know where everyone would stand.</p>	Jan 17, 2013 6:52 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
24	X		I am very unhappy with this proposal! The freeway station will not be able to handle the walking traffic safely, and you add a great deal of weather exposure to someone who wants to appear professional at work.	Jan 17, 2013 7:42 PM
25		X	Commuting to work in the am is ok for me - it normally takes about 45 minutes, the same as before the September changes. The C/D afternoon not so "RapidRide" and taking the 212 out of the tunnel have increased my commute to as much as an hour and 1/2, with an hour being the norm. i am a very unhappy commuter.	Jan 17, 2013 8:45 PM
26		X	My personal experience is that the recent changes (move of 212 from tunnel to the street) as well as the proposed changes (fewer trips for 212) are making the Eastgate park&ride useless for travel downtown and making it excellent parking for Bellevue College. Eastgate is the only reasonable P&R for people who do not commute at 7am but rather between 8 and 9am because with severe shortage of P&R space it is the last P&R to fill up on the whole Eastside (with reasonable connection to downtown Seattle). My personal experience is that 212 is always packed up to 9am (the latest I take it) and removing 12 rides will make it even worse. I am big proponent of public transportation but I do not think that any of the people planning these changes have personal experience and actually use the given routes. If the public transportation makes your commute misery it is better not to use it.	Jan 17, 2013 8:48 PM
27	X		I will retire by July 1, 2013, so I won't use 212, 217 and 554 but they are critical to Eastgate. I leave a car at the park and ride and usually park on 4th floor, so the freeway station is now ok or the lower level of eastgate park and ride. 217 is critical to early morning riders. Because there are only 3 buses in the morning, I keep a car at the P&R. The toughest part of my commute is between 160 SE and the P&R. The connection times especially with 554 need to coordinate with the Sounder Train schedule. It's almost impossible to make in from the Sounder to 554 or 212 in the morning. If the Sounder is late there is no way to make it to the 554 at 5:37am. Coordination of east and west bound busses to reduce wait times. Busses going those direction should connect.	Jan 17, 2013 9:02 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
28		X	<p>First, thank you for time and consideration as well as giving us the option to share our opinions.</p> <p>In regards to eliminating the 212 lower platform stop...</p> <p>Currently, drivers cannot drop off or pick up their passengers at the Eastgate freeway station. It takes about 5-7 minutes to walk from the Eastgate lower platform to arrive at the Eastgate freeway station. In the morning I continuously observe a high volume of drivers drop off their passengers at the freeway station to catch their bus. This causes long delays and heavy congestion in the intersection. By eliminating the lower platform station, I fear the delays and congestion will increase at the Eastgate freeway station due to more drives dropping their passengers off at the freeway station in the morning. Especially when it is cold or raining. I hope that you evaluate these risks before making any final decisions.</p> <p>Thanks again for your time and consideration!</p>	Jan 17, 2013 9:50 PM
29		X	Please do NOT reduce frequency of buses on the 212 route in the morning or afternoon. It is already crazy and you can't even get a seat.	Jan 17, 2013 10:40 PM
30	X		<p>I would prefer route 212 remain at the Eastgate lower platform even if it implies fewer buses. The Eastgate Freeway platform gets crowded (especially in the mornings) and there is not much cover for protection in bad weather.</p> <p>It would also be helpful to eliminate the SE 32nd St & 142nd Pl SE AND the S Washinton St stops. Both do not pickup/drop off riders most days.</p> <p>Thank you for considering.</p>	Jan 17, 2013 11:03 PM
31		X	I like the proposed changes for the service at the Eastgate PR. My only concern is that, by moving the 212 to the freeway stop (from the lower level) exclusively, the line waiting for the bus on the freeway ramp will be long. It is long enough as is today... Sometimes stretched to the intersection. If the changes would result in more frequent trips then the crowding might not be an issue.	Jan 17, 2013 11:29 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
32		X	Any additional routes that will serve Eastgate will be wonderful. The overcrowding on the 212 is stressful and almost unbearable. I would also like to express my concern for the lack of parking at Eastgate due to Bellevue College students parking at the park and ride when they are not supposed to. Adding more routes is great, but are you expecting rideship to increase from this location as well? I am lucky if I find a spot when I arrive at Eastgate at 10:00 am. On days that I gotta work at noon, I don't even bother trying to park there because I know there will be no parking (I get dropped off instead). Unfortunately for me, the 554 is the only bus headed to Seattle after rush-hour, so I'm kind of stuck. Perhaps charging for the parking lot would deter college students from parking there. I would gladly pay to park there.	Jan 18, 2013 12:34 AM
33	X		Do NOT eliminate service to the lower Eastgate platform on the 212. There is not enough room on the freeway stop for commuters to wait for the bus. The entire point of the Eastgate park and ride garage stop was to provide easy safe access to the bus stop without having to stand out in the wind and the rain. The freeway Eastgate stop is a miserable place to catch the bus. Dark cold and difficult to get to in icy conditions across the access road. I will be extremely angry if this change is made. Also there are not enough buses on the 212 in the morning and evening now. It is standing room only. You need to increase the number of 212 buses not reduce them.	Jan 18, 2013 6:51 AM
34	X		do NOT eliminate Route 212 service from the lower platform. There is not enough room at the freeway station for the amount of transit riders this would create.	Jan 18, 2013 8:40 AM
35	X		Having to walk (which is a big problem) to the freeway stop will add more time to my commute.	Jan 18, 2013 9:06 AM
36	X		Service is already limited after 9 AM. If I have a doctor's appointment in the morning, I end up driving, which is less than optimal for me and for Metro. Service was reduced from Eastgate to downtown when the 554 stopped servicing the Eastgate lower platform. Some buses are completely full, standing room only, even before picking up at BC and the Eastgate freeway stop. This year we've had little snow, but when we go to snow routes, this will be an even greater hardship on passengers on the eastside. Both morning and evening buses are full. Reducing service is NOT a good option for the 212.	Jan 18, 2013 9:31 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
37	X		<p>1) Moving the 212 to the Freeway station is a BAD idea! First, it's particularly hard on the disabled. I'm not but my knees are bad and it's a long walk and involves stairs. Second, there's not enough covered space, or space in general at the freeway station - Riders will be wet and in danger of being forced onto the road. Third, access to the other routes is meaningless - they don't go near my office in Seattle!</p> <p>2) Removing buses from the morning 212 route will be a problem if you mess with the 7:00 AM to 8:00 AM hour - these busses are often standing room only from my experience.</p> <p>3) Its pretty sneaky to put the 212 change to the freeway station idea way back in the survey and not out front on the web pages. Shame on you.</p>	Jan 18, 2013 9:33 AM
38	X		<p>I would like Route 212 to remain at the lower platform of the Eastgate P & R because it is a covered area to protect bus riders from adverse weather conditions. I have occasionally used the Eastgate Freeway Station and even though there are a few shelters there, it is miserable to have to stand out in the rain and wind if there is no room in the shelters. It is also hazardous to walk on that bridge to the Freeway Station when the ground is icy. There are also many bus riders who catch Sound Transit #554 so there would be many more riders waiting at that area.</p> <p>If Route 212 is moved to the Eastgate Freeway Station, I would propose that the bus shelters are extended throughout that station.</p> <p>Right now, I arrive at the P & R about 6:50am, and I park on the 1st floor to catch Route 212. If Route 212 is moved to the Eastgate Freeway Station, then it would also take more time to have to park up on the 4th floor and then walk over to the Freeway Station.</p> <p>On 1/16/13, the 6:55am #212 bus did not arrive, and when the next bus came (7:05am), it became packed with standing room only riders by the time we arrived at the Eastgate Freeway Station. Also, I was under the impression that the two-year congestion tax (additional \$20 car license tab renewals) was to maintain bus service levels as they are now and not be reduced. If bus service is reduced or inconvenient, another congestion tax might not be approved in the future,</p>	Jan 18, 2013 9:34 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
39	X		<p>Metro should be improving service, especially from one of its largest P&Rs (Eastgate) and to lose 90% of the buses that start at the P&R is irresponsible. You have already increased our travel time considerably by taking the bus out of the tunnel and having to travel on surface streets in the mornings. Major change in commuting time. Each bus at the station fills up as soon as it arrives, and when I have just missed one, the next one is full also.</p> <p>Why build covered waiting areas for large groups of people and then change the service so those people need to walk over icy in the winter and slippery in the rain overpass to get to a bus? Makes no sense. It sure makes me want to get in my car instead of commuting by bus which is exactly what Metro and State government want to avoid. WRONG DECISION!!!</p>	Jan 18, 2013 10:13 AM
40	X		Please DO NOT reroute the Morning commute for the 212 from the safe and sheltered lower platform up to the Freeway station. That would force 90% of the ridership to have to move vertically up 5 stories and cross the freeway adding well over 5-10 minutes to the morning journey.	Jan 18, 2013 10:31 AM
41		X	Why do most of the buses from the eastside use 2nd Avenue? My daughter's bus route was changed earlier this year from the tunnel to the surface streets, adding a ridiculous amount of time to her commute. She now had to get off the bus earlier and switch over to another bus in order to make it to her school on time. What determines which buses get to use the tunnel? It would seem that most of the Eastgate buses are forced to use surface streets - hardly seems equitable.	Jan 18, 2013 10:31 AM
42	X		<p>Why do you keep changing the service for route 212. In the past year we have lost transit service in the downtown tunnel. And now this! Has anyone considered the number of people that will need to walk to the upper levels just to catch a bus at the Eastgate Freeway Station. Also there really isn't enough room to accomodate all of the people that will need to stand in line and wait for the bus. They will literally be lined up around the corner, causing congestion on the side walk which is the only (narrow) pathway to and from the parking garage!</p> <p>Reinstate service in the downtown tunnel for route 212, and continue service at the lower level Eastgate park and ride for this route.</p>	Jan 18, 2013 11:13 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
43	X		<p>The freeway station facilities are inadequate for rainy/winter weather. There is inadequate cover to stay out of the rainy and passengers slip and fall when the sidewalk becomes icy. Moving the 212 to the freeway station is a bad idea. Eastgate passengers already lost a lower Eastgate Park and Ride bus when the 554 stopped coming to the lower stop (i.e., now only serves the freeway station). When the 554 change was proposed, there was discussion of improving the freeway station facilities (i.e., more cover, etc.). I see no evidence that this ever happened.</p> <p>Your proposal is vague since it does not describe the specifics of which morning 212 trip would be eliminated. Eliminating trips could result in standing room only which is unacceptable.</p>	Jan 18, 2013 11:25 AM
44	X		<p>I am surprised you are reducing so many 212 am trips. I do not always catch the bus at the same time in the morning and I find almost all of the seats are full when it departs platform 1 and is standing room only by the time it departs from the freeway stop.</p> <p>Based on my analysis of your plan, you are going to force the majority of the riders who catch the bus at platform 1 to walk all the way out to the freeway stop and then have to stand in a crowded bus all the way to Seattle.</p> <p>I am very disappointed that you are making so many negative changes to the 212 route.</p>	Jan 18, 2013 12:07 PM
45		X	<p>The 212 is important @ 6:50 to get downtown . The busses r full. I had already changed my schedule several times. Eastgate park n ride is a great location so why not use it more. Morning riders @ Eastgate use the 212 a lot. I know the 6:45 & 6:57 get alot of riders. Please do not cut this bus route.</p>	Jan 18, 2013 12:14 PM
46	X		<p>I would like more info on which routes you are proposing to cut in the am for route 212. That seems like a lot of cuts for the morning. I ride that bus and am stressed with the switch now if my first bus is running late as it ends at 8:26. If you end it sooner, i will most likely not be able to make the transfer from my first bus.</p>	Jan 18, 2013 12:16 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
47		X	<p>Great idea to shorten route 211 by stopping at Eastgate Freeway station, and bypassing S. Bellevue (S. Bellevue park and ride riders can also meet up with the 211 at Mercer Island via bus 550)!!!!</p> <p>I suggest also, please adjust the route times Eastbound for bus 211.</p> <p>Nearly all First Hill employees get out either on the hour or on the half hour. Currently Eastbound bus starts at Virginia Mason at an odd time of 4:08 PM.</p> <p>Would you please start the route at 4:01 PM at Virginia Mason, so that First Hill employees are not discouraged from taking route 211 due to "odd" pick up times (e.g. having to wait in the cold rain for 14 minutes at Minor and James because the 211 did not get started with it's route Eastbound at Virginia Mason until 4:08 PM. Most VM employees who would take the 211, would get off from work at 4 PM, not 4:07 PM.</p> <p>Thank you for your time and consideration.</p>	Jan 18, 2013 1:06 PM
48	X		<p>Please stop the trend of reducing service at the Eastgate P&R lower platform. It makes access difficult for people with mobility issues and those who have to carry things</p> <p>Thanks.</p>	Jan 18, 2013 1:56 PM
49		X	<p>I have had to cut my usage of the bus from 3x to 1-2x weekly. The 212 bus delays on the PM route from 2nd Avenue, combined with the longer walk to 2nd Avenue and the fact that between 4:45 - 5:30 the bus is standing room only makes the commute too long. As I read your proposal, you are reducing 212 PM runs which will only make the situation worse.</p>	Jan 18, 2013 2:58 PM
50	X		<p>i primarily use 212 - taking it off tunnels to surface already added 15-20minutes each way so far due to extra walk to/from office and unpredictable surface traffic and congestions- i am not happy about that at all and don't really understand the reasoning behind it.</p> <p>if the route stays the same it might seem nothing changes other than my commuting pattern/planning yet now I have to make sure I do not miss bus in either direction as there are not other substitutes (218 effective already and 215 right after that) so I am tied to 212 only with less frequent schedule so it for sure adds another 5 minutes each way.</p> <p>i'm quite disappointed with this further development since we moved up to Bellevue in April 2012 - our primary reason for accessibility of my Seattle downtown location and overall commuting options. This convenience is disappearing in front of my eyes again.</p>	Jan 18, 2013 3:18 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
51	X		i need to ride a bus (which comes every 30 min but comes late in the mornings/evenings) to get the Eastgate Park and Ride to catch 212 to downtown Seattle. 212 currently has very good schedule so the wait between buses is not too long. If the schedule is reduced by more than half in the morning, the wait could be more than twice as long.	Jan 18, 2013 3:59 PM
52	X		Moving the 212 from the tunnel added 10 minutes to my commute on a good day. On a bad day 20. The tunnel provided predictability. Reducing the number of 212 options in the AM will add make fewer changes to catch the connection from the 221, further reducing service. I can only speak to my commute, but the October changes have added 20-30 minutes to my daily commuting time. These changes will further worsen it and lower my desire to ride.	Jan 18, 2013 4:20 PM
53	X		I am increasingly annoyed at the new options for riders that commute from previously west lake tunnel going to Eastgate. We have been kicked out of the tunnel and forced to walk down to 4th, which not only is inconvenient, but borderline unsafe due to panhandlers and drug addicts along the way, no way I will send my wife. It would make much more sense to take the local buses out of the tunnel, since those folks are familiar with the streets anyway. Now you are reducing the amount of 212 routes even further....	Jan 18, 2013 5:42 PM
54	X		Evening 212 trips from Seattle are dangerously overcrowded, often beyond safe standing capacity. This porposal does nothing to alleviate the problem. While not as crowded, morning 212 trips from Eastgate P&R are still overly full in the 8-9 timeperiod. Yet you are proposing to reduce the number of morning trips for the 212 line. I don't think the trip reduction is a move in the right direction. Someone needs to take an early morning look at the painted over parking stripes on the 4th floor of the Eastgate P&R garage. With the light conditions, it is impossible to tell what the correct lines are. As a result, people park poorly and waste space. I understand you don't want BC students using the garage, but how can you tell which cars are "legitimate" and which are not? All the notes you put under my wiper are just annoying and damaging to the ecology. Either issue parking passes with the Orca cards or find a better way to warn off the students. What you are doing now is just wasted money.	Jan 18, 2013 6:31 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
55	X		My concern is with the 212. Last summer my 6:00 am 212 was discontinued and I had to catch the 218 up at the Eastgate freeway stop. As you know, that didn't work out very well and thankfully, you added the 6:00 am 212 back to the lower Eastgate stop in September. You also added more evening times for the 212, and took it out of the tunnel. These changes have been great for me and have solved my transportation challenges! For me, you finally got it right with the 212 with extra early and late buses (which I need) and having it serve the lower Eastgate stop. Please don't change the 212 !! Also, that Eastgate freeway stop desperately needs better shelter! It is very very cold and windy up there! I prefer not to use it!	Jan 18, 2013 9:00 PM
56		X	I would like to see more routes going from the metro transit tunnel stations back to Eastgate Freeway station. I can catch the 218 or 216 in the morning, but I'm not aware of any that run at night. Those routes usually reduce my commute time by 20-30%.	Jan 18, 2013 9:25 PM
57	X		Do not cut service to Eastgate P&R lower platform. More riders would catch the buses (212) there if they went west out of the Park and Ride on to Eastgate Way, then onto I-90 at Richards Road instead of circling back to the freeway stop. The lower platform is covered and has a lot more room to safely queue passengers. Putting more riders at the exposed and small freeway stop area is dangerous and not a good idea.	Jan 18, 2013 9:39 PM
58		X	Please add more routes from Seattle to Eastgate park and ride. Ok in the morning, but in the evenings often miss 2 buses because they are full by the time they come to the Seattle stop. As a result, I do not ride the bus as often as I would. Puts a lot of stress on the drivers, I am surprised there have not been more accidents. PLEASE ADD MORE 212. Thanks.	Jan 19, 2013 8:02 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
59		X	<p>I sometimes start work at Virginia Mason Hospital at 620 AM; I need to have transportation to downtown Seattle, preferably 4th Ave, that allows me to walk up the hill & get to work on time. Please don't get rid of the early morning times! Often in the morning the 212 is not very full, but the bus that comes to the Eastgate flyer station minutes ahead of it is too full for comfort, so some of us wait for the 212. If the times were staggered a little more it would probably balance the load between the 2 routes & allow people to arrive closer to the time they really need to get downtown (often I arrive early, but the next bus would get me there late...).</p> <p>Many people in my Lakemont neighborhood work at Virginia Mason hospital & would take the 210 in the morning, but the earliest bus just barely gets us to work on time (we clock in at 653). If the 1st run was a little bit earlier we would gladly take it as it allows us to walk to the bus from home instead of driving to the Eastgate P&R. However, for those of us who work 10 hour shifts, getting off at 530 PM, the last 210 has already left downtown which requires us to take other routes from Eastgate P&R meaning we have to drive to the park & ride in the morning.</p> <p>Have you considered having the 271 go up to the Lakemont neighborhood like the 210 does? If it did, & if there was a reasonable connection, I would consider taking the 271 from Eastgate P&R to my home in Lakemont after arriving there on another route from downtown Seattle.</p>	Jan 19, 2013 9:10 AM
60		X	knowing the specific times that would be cut would have helped me with this survey	Jan 19, 2013 6:42 PM
61	X		<p>The trip to and from east gate p&r is getting harder and harder. Trips take longer, there are too many passengers needing rides and most nights I have a hard time getting a seat. We are forced to cram on the bus and sometimes we are turned away due to over capacity. The 212 has become so inconvenient now that it no longer runs in the tunnel, the route is longer and to switch bus' at Rainer cause the over crowded issue every night. The drop in the morning is fine on the 212 but to take the same bus out of the city at night adds 10-12 minute walk to get to the bus. Why is there not a pick up close to westlake? The 550 is a possible option but the south belleuve p&r (the closest from eastgate) has the smallest most inconvenient parking. There are hardly any spots, people are forced to park on the grass! Since the return trip of the 218 (and in the future) the 216 have been eliminated this commute is terrible. East gate is a great place to park since it can accommodate so many riders but the bus routes keep being trimmed back or eliminated. This is poor service, every night the riders commiserate over the experience.</p>	Jan 20, 2013 2:36 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
62		X	<p>By eliminating both Mercer Island and Eastgate freeway station stops from route 216, Metro now provides even faster service from downtown Seattle to Issaquah Highlands and Sammamish than it does from downtown Seattle to Eastgate Freeway station.</p> <p>Why is Metro prejudiced against Eastgate Freeway station riders? Route 212 takes longer as crawling through traffic along 2nd Avenue and the International District before getting onto the freeway.</p> <p>Why is the Mercer Island stop being eliminated from route 216??? The only buses that will not serve Mercer Island to the Eastside will be 554 (comes only every 30 minutes even during peak hours); and route 211 (comes about every 30-35 minutes during peak hours).</p> <p>Why can't route 218 and route 216 both stop at Mercer Island to increase service from Mercer Island to the Eastside? Both routes will already provide faster service to their destinations once both routes quit serving Eastgate freeway station.</p> <p>Thank you for your consideration.</p>	Jan 20, 2013 7:08 PM
63	X		<p>Why not eliminate both Mercer Island and S. Bellevue Park and Ride from route 211?</p> <p>Metro wants to eliminate Mercer Island and Eastgate Freeway station from routes 216 and route 218, to provide quicker service for these routes. Meanwhile, Route 211 is still too long weaving all around First Hill and Capital Hill and International District. Why not eliminate Mercer Island and S. Bellevue, to provide faster service from the many First Hill (Swedish Cherry Hill, Minor and James, Seattle University, Harborview, Swedish First Hill, Pacific Medical, Virginia Mason) employees from First Hill to the Eastgate and Issaquah Highlands?</p> <p>By eliminating BOTH S. Bellevue Park and Ride and Mercer Island Park and Ride on the 211 Eastbound, Metro can not only offer quicker and more attractive service for First Hill riders, but also save on fuel expenses by not stopping at these stops.</p> <p>Also, if Metro could please move up the Eastbound route times by about 7-8 minutes starting at Virginia Mason, it would coincide with First Hill employee end of shift times better (on the hour or on the half hour).</p> <p>S. Bellevue First Hill riders have the option to take route 550 to Mercer Island and then route 205 to First Hill, or route 550 to Rainier Freeway, and then route 211 to First Hill.</p> <p>Thank you for listening. Your consideration is much appreciated.</p>	Jan 20, 2013 7:46 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
64		X	How about bus route at international district? We need more bus going to the Eastgate P&R from the China town during rush hour from 3:00 P.M. 6:30 or 7 P. Some of us are coming out of classes at this time aside from work.	Jan 20, 2013 8:09 PM
65	X		The progressive abandonment of the Eastgate lower platform is very disturbing to me. The freeway platform has a MUCH smaller waiting area and the exposure to weather, slippery conditions, and proximity to traffic as the overpass is crossed is just not an acceptable, civilized answer to strengthening the commuter lanes. Given that the future of an expanding population requires more transit usage, transit needs to be inviting, and the overpass is not. I'm also dismayed at the proposed reduction (by more than half) of the morning 212 runs. Previously I relied exclusively on the 229, which was cancelled. The first run of the 226, it's sort-of replacement for the Bellevue portion, is too late to connect at Eastgate to a bus getting me to work in Seattle on time, so I've had to take on driving to the park and ride (something transit policy should be working to avoid, not mandate) and now you're cancelling more than half of the 212's, which is the last bus to Seattle leaving from the covered Eastgate park and ride plaza. As you force everyone going to Seattle to move to the freeway stop, there will not be enough room for everyone, forcing people to wait in the total exposure to the elements on the overpass, which means a certain number will resort to driving, which, again, is counter to the whole point of transit policy. Not to be a conspiracy theorist, but it sure feels like South Bellevue is being abandoned in favor of those living in Issaquah. Eastgate is too big a park and ride to be marginalized like this!	Jan 21, 2013 9:31 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
66	X		<p>I have used route#212 before Eastgate Park & Ride was built, however, with the recent change, Metro service has been downgraded i.e. location to pick up passengers at Downtown location is NOT working for most commuters including myself - I have to walk so many blocks every day to catch #212 on Second Avenue; in addition, traffic along Second has been always bad or worse during peak hours - it is bottle necked with so many buses heading South from Second Avenue. My alternate way is to catch #212 on 5th and Jackson, like most other commuters, we end up standing up all the way to Eastgate Park & Ride.</p> <p>Now with the upcoming proposal, I can see more problems with 'Fewer buses'. Metro argue that once #211 will pick up additional commuters once it is approved with picking up passengers at the Eastgate Freeway station; however, Metro does not know is that - commuters who take #211 are not necessarily the same commuters who would definitely use #212 or #216 or #218..why? Because desitnation by #211 and #212 is different. Route#212 always CUT down the 'used to call - Convention Place station' stop, it means commuter like myself has to walk 2 to 3 big blocks to Metropolitan Building West Tower. Metro is also inconsistent among the operators, some operator who heading back to East Base would drop me off at Terry and Olive way, and some WON'T...so why the operator rather run the empty bus and chose not provide quality service the regular commuter who depends heavily on Metro for years. Metro used to provide great service, but not any more since September 2012.</p> <p>Please take my comments into consideration. Thank you. Elaine H.</p>	Jan 21, 2013 11:26 AM
67	X		<p>None of these questions addressed Route 212. You are reducing the trips significantly and the buses are already crowded and standing room only at times. People elbow each other to get on and get a seat. It is extremely uncomfortable to have to stand from downtown Seattle to Eastgate especially if you have stuff you are holding onto. Also the buses run heaters while passengers get on in coats and then sweat to death.</p> <p>It is also uncomfortable, cold, wet, and time consuming to have to hike from Eastgate lower platform to the Freeway station to board an alternative bus.</p>	Jan 21, 2013 3:00 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
68	X		The change from 212 out of the tunnel is what I think has caused ridership to drop in both directions. Rather than removing the 212 trips and providing little to no solution for getting folks from the tunnel out to the Eastgate P&R I would recommend a rethinking of the tunnel to Eastgate situation. The 212 busses were full in both directions before they were pulled from the tunnel. Now, it is hit or miss. Also, if the 212 cannot go into the tunnel, there should be some solution for getting from the tunnel to Eastgate P&R rather than just dropping that stop from 216/218 and leaving no option there.	Jan 21, 2013 9:52 PM
69		X	I take the 554 in the morning and the 212 home so these don't affect me personally. Please do NOT take the early 212 PM trips away! (the 3:20 and 3:40 specifically). Thank you.	Jan 22, 2013 6:35 AM
70	X		If you move more buses to the Eastgate freeway station it will increase foot traffic from the P and R to the bus stop. In the winter the overpass that pedestrians use is like an ice rink and very dangerous to walk on. That would need to be fixed if you are encouraging people to walk on it.	Jan 22, 2013 8:04 AM
71		X	Please don't cut service on the 214 into downtown Issaquah, there is already limited service to downtown and the connection with the freebie (200) at the Transit Center is unreliable - if the 214 is late it's a 30 minute wait sometimes. Also the 214 is the only bus from downtown Seattle that goes down Gilman Blvd, which makes it easier to run errands on the way home and be able to catch another bus the rest of the way home (214, 271, or 200). Without the 214 as an option I would probably drive to work in order to run errands on the way home.	Jan 22, 2013 10:42 AM
72	X		The 212 is packed in the morning and standing room only after the second or third bus. This is especially true for the afternoon bus and the later ones are so full, sometimes they won't even stop. Eliminating packed 212 buses in favor of now open 218 and 216 buses that have comfortable stops in the tunnel is a very poor policy. It also favors suburban, higher income, lighter density commuters over more urban, multi-family housing, diverse, lower income riders in the Eastgate area. This is reverse social equity and counter to the County's stated policies. How long have the bus counts been done to come up with 12 fewer buses in the AM? Where are the actual numbers to support these changes?	Jan 22, 2013 11:05 AM
73		X	These changes will not off-set cutting the 212 route by up to 12 trips in the morning. Route 212 is already leaving passengers at the bus stop in the morning. Please do not cut overall total trips between Eastgate and Seattle further ... there's just not enough bus capacity already. Please increase the number of busses running between Seattle and Eastgate so I do not have to start driving into Seattle for work.	Jan 22, 2013 11:06 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
74		X	Taking the bus to north downtown from I-90 can be slow due to downtown surface streets. I would support further improvements to bus only lanes/streets in the downtown core.	Jan 22, 2013 1:20 PM
75		X	Consider moving at least one line that stops at Eastgate back into the bus tunnel. Because I have no options from Eastgate P&R that use the tunnel, I am less likely to choose the bus for my commute.	Jan 22, 2013 1:25 PM
76		X	Please consider having more PM routes from the Seattle bus tunnel going to Eastgate Freeway Station. Many commuters prefer the bus tunnel. With the upcoming change to the 216 PM trips, it seems there is no longer any PM option from the bus tunnel to Eastgate.	Jan 22, 2013 2:23 PM
77	X		I was hoping to see the question about bus 212 in the survey, but it didn't show up, even though I marked it as the main bus I commute with. I strongly hope that morning routes on bus 212 are not going to be cut. I take this bus every day (usually between 7:30 and 8:30 AM), and it always rides full, with very long lines waiting both at the lower level of Eastgate P&R and at the freeway station. People loading at the freeway station practically always have to stand.	Jan 22, 2013 2:47 PM
78		X	Looks like another attempt to make the commuting experience from the Eastgate P&R worse. Do you really want us? Put the busses back in the tunnel: the tunnel is clearly underutilized now, and the new routing is slow and unreliable. I see way too much bus bunching. More buses Eastgate to downtown, standing on a bus at 60 is NOT safe. Fix the bottleneck by Uwajmaya. Getting to and from 4th/2nd is painfully slow.	Jan 22, 2013 3:04 PM
79	X		212 Riders have been targeted quite often recently. Because people couldn't figure out how to board a bus from the front door, the 212 was moved outside and onto 2nd. Those who appreciated the security and lack of exposure to weather of the tunnel were then pushed out into the street when the Issaquah busses would not stop at Eastgate. Now the AM trips are being cut in half? Those busses are mostly standing room by the time they hit I-90 right now. It appears that the suggestion is that riders climb four flights of stairs and over the bridge to the freeway to stand in a line of 20 people where the bus shelters can keep about 8 dry and out of the wind up on the overpass. Eastgate is close enough to the city that the drive/commute decision is very close. With the number of busses and cars that use Eastgate, you would think that Metro could do better than telling riders to just cram aboard any open spaces left on all of the other busses from Issaquah and beyond.	Jan 22, 2013 4:37 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
80		X	<p>Last year changes were made to keep riders whose ultimate destination was the Eastgate Park and Ride from riding buses destined for Issaquah. Travellers going to Eastgate are now no longer able to take tunnel buses. It looks like with this proposal metro is planning to eliminate some of the 212 routes while adding 218 routes. In the morning I don't think that makes much difference because riders at eastgate P&R can catch the Seattle-bound 218 bus, but in the afternoon/evenings that means the number of available routes goes down. As a rider going to the Eastgate P&R, I just want to be sure that metro is spacing the departure times in downtown Seattle in a way that assures the shortest wait times for riders heading to the eastgate P&R. Since the switch from the tunnel to street buses, I have often been waiting longer for buses that are delayed by traffic or possibly the sheer number of buses trying to pick up riders on 2nd.</p> <p>Also, I wonder which route times metro is planning to cut. I catch the bus as 8:45 at eastgate and at 5:30 in seattle. My buses always seem to be full, but generally not overcrowded. I would hate to lose service at the times I need to travel.</p>	Jan 22, 2013 5:04 PM
81	X		<p>The proposal doesn't have enough detail to evaluate impact. By stating you are reducing x amount of morning or evening trips really tells me nothing. It would be helpful to have more information if you are truly looking for feedback.</p>	Jan 22, 2013 7:46 PM
82		X	<p>I think it is critical for a bus route to go between the East Gate Freeway Station and the downtown Westlake Center Tunnel in both the AM and PM. This is an enormously popular commuting route and it makes no sense whatsoever to not have a single route that goes between the tunnel and east gate in the evenings. I would highly recommend removing the Mercer Island stop for 216 and 218 and having them run regularly in the evenings every 5-10 minutes between the tunnel and the Eastgate freeway stop.</p>	Jan 22, 2013 10:56 PM
83	X		<p>Please don't take away the 6:00 am 212 again! I am also concerned with reducing the 212 in general - With the changes you made last September, you finally got it right and my commute on the 212 is better than it has ever been! Also, word on the bus is that there is no point to taking the survey because people feel that you have already made up your mind about changes based on past experience. FYI.</p> <p>If you expect more of us to trek up to the Eastgate freeway stop, we need more shelter and a more enclosed shelter - what is there now dosen't cut it against the cold wind up there!</p>	Jan 23, 2013 8:58 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
84	X		From the information presented, it's unclear how this would impact me or my fellow early morning Route 212 riders. There have been quite a few changes to the service in my area of Bellevue (the SE area of the city) in the last year. For those of us who have to take a bus just to get to the Eastgate Park and Ride - I would prefer to keep the early morning Route 212 (leaves the Eastgate Park and Ride at approximately 6:02 AM) at the lower Eastgate platform. If the arriving bus is not on time / gets delayed, etc. - hiking up the stairs, across the bridge to the Eastgate Freeway station takes time and can cause you to miss a connection.	Jan 23, 2013 11:42 AM
85		X	I continue to hate the September 2012 changes. My commute is now 30 minutes longer with the 212 out of the tunnel and the #17 gone. In the past month of #554, #13, and #212, I remember only two afternoon trips on the #13 and #212 that weren't SRO (dangerous ... and lawsuit waiting to happen). If the upcoming changes can include 218 (which is in the tunnel) STOPPING at the Freeway Station OR the 212 going back into the tunnel, I would be all for it. Given the last set of "improvements," I'm now much more apt to drive to work now and I take any excuse I can get to do that. The bus commute now is a hassle, crowded, and unsafe.	Jan 23, 2013 12:18 PM
86	X		Route 211 from east side to down town direction. morning trip: Jackson St. turned left onto 12th Ave. S 12th Ave. S turn Right onto Yesler Yesler turn left to 23rd Ave. S. 23rd Ave. S. turn left to Jefferson St. continuing the same Route as now. Washington middle school was around 23rd Ave. S. & Jackson St. many students and Parent drop off vehicles	Jan 23, 2013 3:38 PM
87	X		There are riders who need the earlier bus to make connection for other buses. The 6am bus needs to stay and make changes to the mid morning times	Jan 23, 2013 8:36 PM
88	X		If eliminating 212 service, consider those later in day after 8am, and those much earlier in day before 6:30 am. I'm on the 7:14 right now and there are only 8 seats left open. If cutting some of these times to 212, don't just make times longer between all the buses throughout the entire morning!	Jan 24, 2013 8:32 AM
89	X		Please do not reduce trips for the 212, especially in the afternoon. Since it left the tunnel and the 218 was eliminated as an option for Eastgate riders, the evening commute home on the 212 has been unreliable and overcrowded. please do not make it worse!	Jan 24, 2013 9:12 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
90		X	Why is so much service being cut for return trips to Eastgate? I take the 212, 216, or 218 to Seattle, but right now I can only take the 216 back unless I can walk an extra 7 blocks to meet the 212 return route. Why is the return route to Eastgate so much farther from the last stop on the Seattle bound route? It makes no sense. Poor planning for riders.	Jan 24, 2013 9:17 AM
91	X		Put a full cover over the west side of the freeway station to protect the passengers from inclement weather and I would consider this. You have moved me out of the bus tunnel and onto an unprotected street to wait for my evening bus and now you want to do the same for my morning trip. Who do I submit my medical bills to?	Jan 24, 2013 9:34 AM
92	X		212 buses are crowded too, taking away up to 12 buses would just be moving the 216 218 problem to the 212 route. If you have more riders you need more buses, so add buses, don't shift them from an already crowded route.	Jan 24, 2013 9:47 AM
93	X		I ride the 212 everyday and it is always standing room or full between 8-9 am and 5-6 pm. Why would you decrease the amount of morning trips to 4 total? 212 has gotten the crappy end of all the changes since you took it out of the tunnel for no good reason. Downtown is soo congested that taking it out f the tunnel added 10 minutes to my bus commute plus 7 minutes more walking in the rain. You need to rethink these changes. Put the 212 back in the tunnel or have the 218 stop in eastgate. I ride the 550 when I can find a parking spot in s Bellevue, that is the only thing stopping a lot of people leaving kc metro, not enough parking at s Bellevue. It seems crazy that you call the i90 buses your most productive yet there is only one route serving eastgate.	Jan 24, 2013 9:50 AM
94	X		Cutting 212 in the morning would definitely affect my commute and I may have to re-consider using bus if the overall commute to Fremont is getting much longer. The main concern I have is 212 is already missing a lot of their scheduled departures in the evening at 4th and Bell. Average at least once per week, bus did not show up at all, and that stop is supposed to be the starting station, it making evening commute very frustrated. And then the bus becomes overly crowded by at the University stop, standing room only, now you are taking more trips out of it, I don't know what options do we have.	Jan 24, 2013 9:52 AM
95		X	there is no eastgate freeway buses running from the convention place station once 216 stops. this makes my walk to the bus to go home 10 to 15 minutes to catch the 212, instead of 5 to catch 216, and the original 218pm and 212. 212 drops off near convention place in the morning, why is the pickup so far away in the evening?	Jan 24, 2013 9:57 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
96	X		<p>I have commuted on the 212 from Eastgate to Downtown Seattle for 10 years. Ridership increased significantly when the 520 bridge was tolled. Since that time at least 90% of the buses have been standing room only. This was further exaserbated when the 212 was removed from the tunnel. As was seen with the impact on the 218, this change was highly disruptive to Eastgate commuters. The situation was further exacerbated when the 218 ceased stopping at the Eastgate freeway station.</p> <p>I have not seen a drop in ridership leaving at peak a.m. hours from the lower platform of the Eastgate P&R. All the buses are still standing room only. As the proposed changes read there will be: 1) a significant reduction in Downtown buses leaving the lower platform of the Eastgate P&R in the morning; and 2) a net reduction in Downtown buses serving the Eastgate freeway station in the morning (6-12 fewer 212s as compared to 4-10 more 214s, 216s and 218s). (The 211 goes to First Hill and is not a viable option for many Eastgate riders.) The impact of the first change will be to force people to board of the Eastgate freeway station in the a.m. These buses are coming from other locations that are already busy. This will mean that it will more difficult for the Eastgate riders to get seat and the Eastgate riders will have to stand. The impact of the second change will cause all of these buses - the 212, 214, 215, 216, and 218 - to be more crowded. The only group that benefits from these proposed changes will be the 216 and 218 riders at a significant cost of the Eastgate riders. I have always been a strong advocate for public transporations, but for the first time in 10 years I am thinking of making the change to driving.</p> <p>Please do not reduce 212s.</p>	Jan 24, 2013 10:14 AM
97	X		Not sure why there is a proposal to cut AM trips for route 212. As it is the 212 buses I take in the morning are extremely crowded and it is very difficult to find a seat let alone standing room sometimes. If trips are cut, won't this just cause further congestion and crowding on the remaining trips?	Jan 24, 2013 10:23 AM
98	X		212: Proposed AM cut (6-12 fewer) is too dramatic. Already many of these buses are full AM & PM. Eastgate is the largest park and ride on the I-90 corridor, it makes no senses to cut service to this locaton so dramatically. I realize AM service level could be reduced some, but this level of cut is ridiculous.	Jan 24, 2013 11:08 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
99	X		It's not in your questions, but it is on your flyer that there is a planned reduction in RT 212 service. This seems odd since every 212 that I get on any time between 7:30 and 19:30 is standing room only. I walk up to Bay 1 at the Eastgate P&R and see a 212 drive away. Within minutes there is a long line (under cover) and 5 minutes later when another 212 loads up a pile of people. By the time we pick up at the I90 freeway station it is standing room only. Please don't reduce the 212 service.	Jan 24, 2013 1:10 PM
100	X		<p>Somehow metro is panalizing commuters from Eastgate P&R. At least it was convinient to get bus from Eastgate P&R after parking or getting connection if using bus.</p> <p>For Eastgate commuters going from downtown Seattle is big hassle after 212 is moved out of tunnel. Sometimes no bus going to Eastgate for 20-25 minutes and then you see 2-3 busses going to Eastgate back to back.</p> <p>I feel like people going to Issaquah are the lucky one. They have many options on the street and 218 in the tunnel. IT WAS A BAD IDEA TO ELIMINATE 218 STOP AT EASTGATE FREEWAY STOP DURING PM HOURS.</p>	Jan 24, 2013 1:21 PM
101	X		<p>To put it bluntly, ARE YOU NUTS?? The 212 can get very crowded on both the in and outbound runs. I don't know what data you are using, but cutting the number of 212 runs will result in overcrowding all the time.</p> <p>The passenger counts may vary on consecutive runs, but that can be accounted for in part by drivers not staying on schedule. Example: The bus that is supposed to leave at 7:36 AM keeps loading passengers until about 7:40. The next driver arrives shortly after the 7:36 pulls out, and leaves on schedule at 7:42. It is usually easy to get a seat on this one, but the earlier one is crowded when it leaves the platform, and gets worse at the freeway station. Bottom line - Make your drivers stick to the departure schedule ruthlessly and then see what happens to the passenger counts.</p> <p>Consider using Fifth Ave in the afternoon commute - accomodates the downtown core riders. Or turn on Yesler to Terrace to Fifth - much more convenient and safer? for city and county employees.</p>	Jan 24, 2013 2:13 PM
102	X		The 212 morning route is always packed full of people between 8-9am. if this route is reduced, people will be left behind. Moving everything to the freeway stop is not the answer for everyone, although having other buses (214 and 218) stop in the lower area would alleviate and fill buses up more then they already are, and lessen the impact of reduced 212's in the morning.	Jan 24, 2013 2:15 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
103	X		I use Route 212 and I hope that you don't do anything that is going to make my commute even longer than it is now. You already made it longer when you took Route 212 out of the Downtown Transit Tunnel and put it on the surface street. Please don't make my commute even worst by reducing buses.	Jan 24, 2013 2:40 PM
104		X	I live in Downtown Bellevue, and even though I could get on the 550 bus just a couple of blocks from my apartment, I generally prefer the 212/218 buses because even with the drive to the Eastgate Park and Ride I've found that it's still an average of 10-15 minutes faster in each direction to go to Eastgate and take the 212 than it would be to take the 550 from Downtown Bellevue.. Most of this time difference between the 550 and 212/218 could be greatly reduced if I could get on the 550 at the South Bellevue Park and Ride, but the lot is often too full to find a parking space by the time I get there. Especially with plans for East Link in the works, increasing capacity at the South Bellevue Park and Ride could allow it to act as more of a "destination" park-and-ride and alleviate some of the crowding on the other I-90 buses. I suspect that a lot of the crowding on the I-90 corridor buses is coming from people taking these buses instead of other buses closer to their homes because it's a lot faster than the other buses.	Jan 24, 2013 2:57 PM
105	X		My past experience with service changes is that my commute becomes less convenient and I truly expect this change to do the same. It is not enough to tell riders that there will be fewer trips, you must tell us which trips will be deleted. As it stands, I do not know if this proposed change will still get me to my office before my work day starts at 7am. I also don't know how long I will have to wait for a bus at the end of my work day at 3:30pm. All your information does not tell me what I need to know. As a result, I cannot support any proposed service change.	Jan 24, 2013 3:11 PM
106	X		The reductions to the 212 route seem to be exteme, a 60-75% redcuton in morning service. Some idea of what times are cut and what times remain could resolve many concerns. Please have those available at the 31 jan Open House.	Jan 24, 2013 4:14 PM
107	X		Right now, the 212 bus is pretty packed from 7am and after so hopefully revising these bus routes to service the Eastgate Freeway Station would help alleviate the crowding on the 212. If there are cutbacks to the 212 I hope it's not during the hours of 7-8am. A large majority of the time I use the freeway station but if I've been stuck in traffic getting to the park-n-ride or on very cold days (the streets and sidewalks at the freeway station tend to get very icy) I will go to the lower platform to catch a bus to get a decent seat, even if it means waiting for the next bus.	Jan 24, 2013 4:25 PM
108	X		I do not support the change to cut bus 212 service. I totally rely on 212 to get to work and back home everyday!	Jan 24, 2013 4:37 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
109	X		<p>I ride the 212 to and from Seattle every work day M-F.</p> <p>All morning buses are full, I usually board between 7:45am and 8:15am.</p> <p>The evening bus is always packed, standing room only. But there is one bus that follows so closely on the previous that it is practically empty. It seems that the time is spaced unevenly.</p> <p>I do not want to lose any 212 routes as they are already sometimes so full passengers cannot get on the bus.</p> <p>For the return trip, I board the bus in Seattle and go to the lower Eastgate Park and Ride platform, boarding at about 5:25-5:35 pm at the stop on 4th and S. Washington Street.</p>	Jan 24, 2013 5:13 PM
110	X		<p>I ride the 212 mon through fri at approx 6:30am. Since proposed changes indicate potentially eliminating 6 - 12 morning routes, but I don't know what the actual schedule changes that are being proposed, I can't tell if and how much I would be affected. It seems hard to believe that the earlier morning trips on the #212 from Eastgate (like the 6:32am route I currently take) would not be at full capacity. Maybe the proposed changes are to trips later in the morning.</p>	Jan 24, 2013 8:13 PM
111	X		<p>"But we're still hearing from customers that the buses are heavily loaded with standing passengers".</p> <p>Proposed 212 change: Fewer morning trips to "match services levels with demand"</p> <p>The 212 is standing room only every morning and Metro's proposal is to reduce service? Instead of cutting morning trips, why not move them to alleviate peak hours when the 212 is "heavily loaded with standing passengers"? I question how serious Metro is about soliciting feedback because this proposal doesn't seem grounded in reality.</p>	Jan 24, 2013 9:31 PM
112		X	<p>You're, net, proposing fewer trips from the Eastgate P&R in the morning. This seems counterproductive, when nearly every bus already leaves the Eastgate freeway stop standing room only.</p>	Jan 24, 2013 10:21 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
113		X	<p>There is no valid reason to eliminate all bus tunnel buses from stopping at the Eastgate Freeway station as is proposed. Why are Issaquah/Sammamish riders given the sole privilege of having routes that make use of the bus tunnel? Why is it claimed that the 216 and 218 evening routes are overloaded when each and every time I have boarded them at Westlake Center they leave the bus tunnel at the International District or Rainer Freeway stop with plenty of empty seats?</p> <p>Why are there no decent bus shelters at the 2nd and Stewart stop that you seem to be insisting that Route 212 evening commuters use? Why are there always long lines at the Eastgate Freeway station in the morning, and pathetically tiny shelters for the riders? Why does the evening Route 212 bus deadhead on its return to downtown Seattle rather than pick up riders at the Eastgate Park & Ride and Eastgate Freeway Station?</p>	Jan 24, 2013 10:56 PM
114	X		<p>If this change is made, please add at least 1 or 2 more 211 trips in the morning! Also please schedule it to ensure it connects with the 245 from Crossroads. I cannot walk far or stand a long time on the bus, so I would need to take a bus to the freeway station. I currently have to wait 20 minutes at the Eastgate P&R so I can transfer to the 211 at 6:45 am. If I miss my bus from Crossroads, then the ONLY other place I can transfer to the 211 is the South Bellevue P&R.</p>	Jan 25, 2013 10:43 AM
115	X		<p>I don't like that we have a great park and ride facility but so few buses that will stop on it, especially after 6:30. Some people don't get off work at 5 and we have to wait for non-metro buses to come. I stopped riding the bus in December because of the location of the bus stop for the 212. It was moved out of the tunnel to an area I don't feel safe in at night. With the cost of the bus and the time it takes, I don't mind paying to drive and park. The 212 buses are already crowded - have you ever ridden at 7am? Standing room only! I also get on at the last stop and it's a miracle if I ever got a seat.</p> <p>I wish the buses weren't making it so easy to drive. Metro is so inconvenient as compared to 4-5 years ago.</p>	Jan 25, 2013 11:42 AM
116		X	<p>how can you cut over 50% of the 212 morning routes? the pdf says (12 fewer) and so now there are only 10???</p>	Jan 25, 2013 11:50 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
117		X	<p>I have two concerns about my afternoon commute between South Lake Union and the Eastgate P&R freeway stop since the decision to move Route 212 out of the bus tunnel and discontinue Route 218 PM service to Eastgate.</p> <p>1. My closest Route 212 bus stop from my office at Westlake & Denny is now about 5 blocks away at 4th & Bell. Walking from my office to the bus stop in the evening often makes me feel unsafe as it is poorly lit, and I have witnessed incidents involving pedestrians and people who appear to be transients.</p> <p>Suggestion: Please allow 212 buses to pick up passengers at the designated bus stop at 7th & Bell near their layover stop. This would be a no-cost service improvement that would offer convenience for commuters and improved safety for pedestrians.</p> <p>2. The Route 212 buses are stuck in stop-and-go traffic along Second Avenue during their PM trips between 5 and 6:30 pm. My experience is that it often takes 30+ minutes to make the 1.5-mile trip from 4th & Bell to 5th & Jackson. Moving the 212 buses to Second Ave. has added 15-20 minutes to my evening commute. I</p> <p>Suggestion: Consider alternate routing or new traffic rules on Second Avenue to keep buses from being part of the evening commute traffic jam.</p>	Jan 25, 2013 12:39 PM
118		X	<p>I'd strongly like the 212 bus to move back to the tunnel and move the 218 bus to outside street. 218 is less frequent and there are so many riders on one bus. This makes the tunnel platform full and makes it uncomfortable for riders who wait for other routes.</p>	Jan 25, 2013 12:55 PM
119	X		<p>My observation has been: It takes 10 - 20 min for the 211 to drive from Boren Ave & James to Broadway & Jefferson because of the heavy traffic & waiting to turn left at 9th & James to arrive at Harborview. Can't a different route be created to provide service for Harborview?</p> <p>I think it is optimistic that a gain of 8 - 10 min will be reached by eliminating service to S. Bellevue Park & Ride.</p> <p>Overall the 211 does not feel like an "Express Route", since it usually takes 40 - 45 min to reach Eastgate P&R from First Hill, which is why many of my co-workers drive in to work.</p> <p>Also, the 211 is very unreliable in snowy conditions. We never know if they will be late or arrive at all!</p>	Jan 26, 2013 2:22 PM
120	X		<p>I don't understand why you are eliminating 50-75% of the 212 routes in the morning. The bus is consistently full or has standing room only.</p>	Jan 27, 2013 12:06 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
121	X		I marked 212 bus route for the survey, and all the questions were for route 211. I do not want fewer 212 buses. They are always full. All the buses at the Freeway station are also full. I don't understand why you would cut this vital service.	Jan 27, 2013 12:12 PM
122	X		I do not like the proposal to reduce the morning trips for Bus #212. The #212 buses are crowded in the morning.	Jan 27, 2013 10:53 PM
123	X		Please do not reduce the trips for route 212. Add more trips (212) in the late afternoon between 4:00 pm. to 7:00 p.m. Please do something about the BCC students park at the Eastgate Park and Ride. The little signs seem to be ignored.	Jan 28, 2013 11:54 AM
124	X		There should NOT be reduced trips on 212 since it is already standing room only at commute hours both to and from seattle.	Jan 28, 2013 12:11 PM
			216 should continue to serve Eastgate freeway station both morning and evening.	
125		X	these changes would make my commute shorter in the morning (great!) but longer at the end of the day (not so great!) with the cuts of 216 and 218 no longer going to the eastgate park and ride. i can appreciate over crowding on those routes for people going to issaquah and the need to alleviate that overcrowding, but it sucks for those of us who get off of work at 3:30, which is a right inbetween time, trying to get home. before the changes with 216 and 218 i would leave work at 3:30 and be home by 4pm. with the new routes, i leave work at 3:30 and do not get home until 4:30, which is a lot of time to wait around when you have a busy home life as well. like i said earlier, i can appreciate wanting to save time for people commuting from seatle to issaquah, but what about the extra 30 minues that i now wait to get home everyday? in 30 minutes i can have dinner ready for my husband and kids - now i spend it standing around and waiting. i would like to see more options from seattle to eastgate park and ride that get me there closer to 4pm like before. thank you for listening..... -metro bus rider-	Jan 28, 2013 1:35 PM
126		X	I commute from Bellevue Transit Center to S Sammamish Park & Ride. I take 240 to Eastgate Park & Ride lower platform and transfer to 216 at Eastgate freeway station to get to Sammamish. If 216 does not serve Eastgate Freeway Station in the evenings, it is going to leave me with only option of 556. Please do not take off 216 from Eastgate Freeway station in the evenings.	Jan 28, 2013 4:49 PM
127	X		The frequency of 212 should NOT be reduced, morning or evening as it is already standing room only during commute hours. 216 and 218 eastgate freeway station stop should be restored for evening commute.	Jan 29, 2013 12:18 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
128		X	This is the only buss with out transfers that I can take from college to where I live in Sammamish. Sammamish is already a pain to get as it is even if I don't take the buss and accept the transfer. The schedules are always confusing and with my classes ending at times early its bad enough that I have to wait till 4 to go home. This will take up cash and time as well as make me have to take extra buses and wait for buss at different stops at night, which I do not like because I don't feel safe all the time while waiting for buss at night. We need more buss from Sammamish to Bellevue area not less. This is going against all I hoped for a long time.	Jan 29, 2013 1:34 AM
129	X		I do not know what the initial impact would be to me with the fewer 212 buses in the morning. Are you eliminating the earlier buses or the later buses. Currently 212 provides me with an express bus that I usually take at 6:45 am as I need to be work by no later than 7:05 am. I can not arrive to work earlier due to the building business hours. Therefore, to really understand the change to fewer 212 buses in the morning I need to know which ONES are being considered for Elimination? So far you have not provided this information. What is the ridership for the buses in the morning? Are the times going to be changed such that they will only run every 30 minutes? So what is the schedule? Without answer to these questions, I can not honestly give you my feedback. Maybe you can answer these questions on your web page so I really understand the IMPACT.	Jan 29, 2013 12:56 PM
130	X		There are plenty of routs to serve Issaquah to Downtown Seattle and not enough to serve Factoria (specifically Eastgate Park and Ride), yet on the proposal it is to cut 212 routes and add more to 216, 218 etc. Renton Highlands, Factoria, Newcastle, and part of Bellevue have only 212, while Issaquah riders have over 4 options to Downtown. If you move 212 back to the tunnels you will see that you no will longer need to add more routes to 218 for example, which people are boarding for few stops only to get closer to location where they can transfer to 212 instead of boarding directly 212, creating wrong impression people need 218 route more than actually is needed) - that is in direction from Downtown to eastside.	Jan 29, 2013 3:05 PM
131		X	we are in worst situation for commute between Eastgate and Seattle downtown, especially for me to have day care duty. Please bring 212 back to tunel, otherwise many of us have to transfer buses between Eastgate and downtown. Thanks.	Jan 29, 2013 5:37 PM
132	X		People have to park in the garage location but the freeway station walking route does not meet ADA walking standards because of its slope. Even worse with snow and ice. Asking us older riders to walk further over surfaces not designed for the older citizen in order to reach more convient (time of travel) bus services is just not right! I have to change busses in downtown Seattle to complete my trip. Again, this proposal will make it harder for older or challenged riders.	Jan 29, 2013 5:38 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
133		X	<p>Ridership at Eastgate FS has increased to the point that at every morning and evening ride there are people standing. Changing 212 to surface streets increased my commute by 15-20 minutes and traffic on 4th Avenue. I propose that Metro:</p> <ul style="list-style-type: none"> -Create AM express routes from Issaquah and from Eastgate FS ending at the International District or Stadium stations, where riders can transfer to a train, and move more trains through the tunnel, with the same evening option back to the Eastside. Allowing more frequent trips and the possibility of an empty seat! -Modifies employee pension plans so that more funds are used to serve riders -Increase property taxes and not fares 	Jan 29, 2013 9:16 PM
134	X		can you PLEASE put route 212 back into the tunnel..wasn't the whole point to get buses off the streets? 2nd avenue is packed with buses and people waiting to get a bus. I've waited for 3 buses before because we could not get on it due to the number of people waiting. Things were fine with the 212 running through the tunnel until 6:30 -7pm and then move it to 2nd.	Jan 30, 2013 1:59 PM
135	X		If fewer buses are at the lower platform in the morning - there would likely be longer wait times inbetween buses. I have noticed that buses from 8:15 - 9:15 in the morning are almost always standing room only. Is there consideration to shift buses from the 7-8am window into later times?	Jan 30, 2013 2:29 PM
136	X		I don't see how any of these changes benefit the rider from the Eastgate park and ride to the downtown core.	Jan 30, 2013 3:31 PM
137	X		We already had a HUGE change in the 212 route, I now have to walk 10 blocks to take the bus home every day which I'm not happy about and try to take the 216 home when possible. If we have less routes in the morning when the bus is busy it would mean that most people would have to stand...if that is the case I will no longer take the bus.	Jan 30, 2013 3:38 PM
138	X		Route 212 is a highly used route and should not have any decreases planned, if anything we need additional peak morning and afternoon routes.	Jan 30, 2013 7:40 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
139	X		Take more time and more effort. As a senior citizen, I don't like that the 212 was pushed out of the tunnel. I have to walk further to make connections and that requires catching the evening 212 in the Bell Town area or where crime is higher than in the tunnel. Now have to wait outside in cold and rain because I can't catch a tunnel bus to the Eastgate Lower Platform. Makes me more concerns about my safety. I would consider switching from catching busses at Eastgate and driving to Issaquah to catch a bus. That will nullify your efforts to deal with over crowding of busses. When you built the Eastgate Transit Center, you promised better, faster service for the ridership using the garage. Putting platforms over I-90 and calling them part of the Eastgate Transit Center (Bays A&B are at the garage but Bays C&D are very far away). Your proposed changes do not fulfill your promises.	Jan 31, 2013 12:55 AM
140	X		<p>You are proposing major changes again to route 212, however, none of you questions are directed at this route. This tells me you have already decided regardless of commuter input. You had already forced commuters us commuters of 212 out of the bus tunnels where we are affected by weather and traffic. Now your proposal to remove 6-12 buses from the morning commute is a major concern for me. I'm not sure what data you are using but the 212 buses that I ride in the morning (6:30 thru 7:04) and evenings (4:30 thru 5:15) are typically full, if not pact. This week the 4:40pm has been standing room only by the time we reached the International District bus stop. The morning buses have been full with a few empty seats but not many. If a bus is late then it gets to be standing room only.</p> <p>It appears that you want to force more people onto the Eastgate Freeway station. However, this station is not built to provide comfortable shelter for more then a few people. If you remove 6-12 buses out of 10-16 from route 212 that would force many of us onto the freeway station. This would add more travel time for us commuters, not to mention hassle and discomfort of having to walk a lot further, and up flights of stairs, and stand in the weather. I would need to leave my house earlier to do this. Currently, I'm able to park on the lower outside level of the park and ride and walk onto the platform. To avoid walking up the stairs, I would need to drive further, looping thru levels of the indoor parking structure to then walk a couple of blocks to the freeway bus stop.</p> <p>I do not think this is fair to us commuters. Keep the 212 buses as-is, you have made it tough enough on us. I think Eastgate probably needs better politicians to fight for us. We built a great park and ride, lets use it and not the freeway ramp!!</p>	Jan 31, 2013 1:55 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
141		X	<p>When too many buses (554, 211, 210, etc.) arrive only on the Freeway platform it does not serve the elderly or disabled very well.</p> <p>Why does such a large park & ride only serve people in the morning & afternoon?</p> <p>What about the middle of the day? It is confusing to those who don't ride all the time (jury duty, elderly, etc.) that they hop on one bus in the morning, and a different one midday on a different street (554 vs 212).</p> <p>Why can't the 212 operate all day like the 550 does?</p> <p>Why is our daily schedule so choppy for such a large park & ride?</p>	Jan 31, 2013 3:15 PM
142		X	Reducing 212 frequency during morning peak will do more harm to east gate p/r and freeway station riders.	Jan 31, 2013 4:08 PM
143	X		212s are often full in the morning, the proposal is not specific about which bus will be cut in the AM. Hard to imagine the "demand" is that low to support such drastic cut.	Jan 31, 2013 4:39 PM
144		X	<p>I'm not really clear on the bottom line of what you're doing. It sounds like more buses from Eastgate P& R in a.m.--but also the possibility of more people coming to and parking at Eastgate. Parking is already very tight and the buses are often packed. I just can't figure out the net gain or loss in terms of impact on parking and people on overall buses.</p> <p>I ride the 212 home and it is always packed in the seats and the aisles. If some afternoon buses are being trimmed back, are the ones being added enough to carry that load?</p> <p>Those of us coming from the Eastside could end up adding a lot more traffic to I-90 if the buses don't get better or become worse or we can't park at the Eastgate P&R. And I-90 and city traffic are already much too congested.</p> <p>I appreciate that you are trying to find solutions to over-crowded (and unsafe) bus rides--just please consider all factors so things don't get worse as you try to fix one variable. I drive one day a week and it's a pain. I'm hoping your proposal will make the bus situation better.</p>	Jan 31, 2013 9:15 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
145	X		<p>The 212 route presently does a good job of getting Eastgate commuters to and from downtown. The proposed cuts in the 212 morning service are too great.</p> <p>Every trip I take, both morning and evening, westbound and eastbound, there are ALWAYS people standing on the bus. While I am waiting for the bus, people are arriving constantly. Fewer buses will mean more standees and a more stressful commute for everyone. People don't want to be treated like that.</p> <p>Judging by the 212 passengers' cordiality toward their drivers, people appreciate the service they are getting now. It is minimal but adequate. Anything less on the 212 would be very disrespectful to your riders.</p>	Feb 1, 2013 10:57 PM
146	X		<p>I take the 212 from lower eastgate between 7:15 and 8:30. All of these buses are already full leaving lower Eastgate and always standing room only after stopping at the Eastgate freeway station. Considering the buses are already so full, I don't understand why so many trips would be cut.</p> <p>A longer trip from Eastgate that serves factoria doesn't make sense to me. The point of the decked garage on I-90 was for efficient commuter service to downtown. What contributions do large Seattle employers make to transit service and are we considering options for them to provide additional revenue to Metro?</p> <p>The freeway station is very exposed to the weather with totally inadequate shelters and isn't designed for so many passengers. Safely shifting so many riders from lower eastgate to the freeway station is hard to imagine.</p> <p>I don't understand why trips operating at capacity would be cut to meet service deficits elsewhere when there are other routes with underutilized trips.</p>	Feb 2, 2013 12:28 PM
147	X		<p>Deleting trips on the 212 is a terrible idea. I encourage any planner who thinks the 212 has low ridership to come out and ride the route. I advocate the idea of removing the 218 and 216 from eastgate, so those buses are used more fairly, but doing that would require more, not less, 212 trips afterwards. There are a tremendous amount of commuters who board at Eastgate, and the 212 is their lifeblood- faster than the 554, larger vehicle with more seats, direct service to the lower platform- essential for transfers and older riders. Why make existing service more difficult? The only reason ridership could be low on the 212 is that everyone's using the 218 for the same purpose, and taking the 218 off of Eastgate would refocus passenger loads more correctly. Thank you for seeking input.</p>	Feb 3, 2013 10:20 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
148	X		I do not understand the proposal to cut 10 trips in the morning for the 212 route and only 2 in the evening. You still need to transport the same number of people inbound as outbound. There is almost always folks standing on the inbound routes as it is! These buses are packed to the gills. I do not want another 212 change since the route is now on surface streets and not in the tunnel.	Feb 4, 2013 10:37 AM
149		X	212 --from Eastgate freeway station to downtown Seattle (westlake area) is the bus I am taking daily. It is a crowded bus in the morning, too. Curerntly, at 830-9am, 1 bus delay may means a full bus at the freeway station. Please consider keeping the same amount of buses in the morning at the Eastgate Freeway station. Plus, the people with disability, physical difficulties, or having problem with long time standing usually go to the Eastgate park and ride instead of walking to and taking the bus at the Eastgate freeway station. I heard one with previous leg injuries saying that he cannot stand for the whole time if taking the buses from the freeway station. However, the freeway station is always crowded. Please consider these need when having the proposal. Belinda	Feb 4, 2013 11:52 AM
150		X	Shut down route 212. All idiots board that and should be punished by either waiting at park and ride. By cutting the frequencies you are achivibg the same. There should be no bus from eastgate park and ride to seattle. All buses should go to isshquah and isshquah highland.	Feb 4, 2013 12:14 PM
151	X		I need to get from Eastgate P&R to convention place in Seattle and back Mon-Fri. You made that more difficult this past fall by rerouting 212 and 218. Please don't make another change that makes it even MORE impractical for me to take the bus to work!	Feb 4, 2013 5:35 PM
152	X		None of the questions here mentioned the 212 route, which is the route that I have concern with. Taking the bus in the morning and in the evening, are always crowded - standing room only. You do not indicate what time the buses will be elminated - that will make a difference. If metro makes it more difficult to take the bus, I might as well drive.	Feb 5, 2013 11:39 AM
153	X		I support some of the changes to my regular route (211) but I worry that the Eastgate freeway station is already very busy with riders and adding another bus load of people getting on/off in that limited space could be a safety issue. Removing the South Bellevue P&R stop seems appropriate as it doesn't seem to have a lot of riders.	Feb 6, 2013 8:42 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
154		X	<p>1) Reducing the number of buses will mean longer commute time. I've been taking the bus at various times from Eastgate (between 6am to 9am) for 5 years now and each time the lines are long and the buses are crowded/standing room only because there are not enough buses.</p> <p>2) The Eastgate Freeway Station serves more routes than it has space for. The line of people waiting for their various routes typically wraps around the street turn with up to 40+ people. The sidewalk is also not wide enough when people departing buses need to get by those waiting to get on. On the return trip (east bound), when buses drop off people at the Freeway Station, again, the sidewalks are too narrow and becomes too crowded for people to stand and wait for the light. Many people jay-walk, causing safety hazards.</p> <p>3) I think when Route 218 bypassed Eastgate Freeway Station a few years back, it served both Issaquah and Eastgate a lot better than it does now. Just have the 215 and 554 connect both areas and I think you've addressed the majority of concerns of commuters: that there is not enough room on the 218 bus for Issaquah Transit users because of Eastgate bus users, and that to cut 212 bus service to increase 218 bus service will be detrimental to Eastgate commuters.</p>	Feb 6, 2013 11:00 AM
155	X		<p>212= the south bound stops are located in such a inconvenient locations for those who work near convention center or in area of 6th and Olive. People will have to catch 212 to Eastgat by going all the way to the 2nd Ave and it is the most inconvenient location. Request to reconsider some location change for the bus stops for southbound route. If people could catch near 7th and Stewart, 4th /Lenora, that would probably ease the crowd for 215.</p> <p>216= I understand Metro will discontinue Eastgate Freeway stop in the afternoon from the tunnel. Majority of riders use this becuase 212 stops for southbond are so far off from where they work. Very disappointing to see discontinuing the service to Eastage freeway stop!</p>	Feb 6, 2013 4:19 PM
156		X	Boarding 216 to change the bus at Eastgate to go to Bellevue TC	Feb 6, 2013 4:19 PM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
157		X	<p>It seems like that is a very large reduction in the 212 route and would impact a lot of people including myself. I could see reducing by a few buses, but 12 fewer is huge. Also, the freeway stop is often over-crowded in the morning and will just get more crowded if there are too few stops serving the main eastgate station. also, the main eastgate station is much better when the weather is very bad.</p> <p>Separately, sometimes the 216 and 218 get full in the tunnel with people just looking for any bus to take them to the Sounders or Mariners games. it seems that those busses are not appropriate for this since they are so full. Can't bus drivers let people know to take other busses?</p> <p>Thanks for taking our feedback.</p>	Feb 8, 2013 12:31 AM
158	X		Reducing the number of 212 trips by 50% in the AM sounds severe when some are already standing room only. Same for PM 212 routes.	Feb 8, 2013 9:36 AM
159	X		<p>I thought there would be survey questions pertaining to Route 212 which is why I took this survey. Apparently not, but I will comment anyway: Please STOP moving buses from inside the Eastgate Park and Ride to the Eastgate Freeway station. Not all of your riders are not 20 or 30 somethings that love dashing up to the freeway and not all people want to walk over a freeway overpass as it is unsafe and, for example, my husband won't because he has a fear of heights, disabled people in wheelchairs have a difficult time (or cannot) make this trek. Why did you build a park and ride and then expect your riders to troop up to the freeway? Liabilities issues for both Sound and Metro transit are multiplied by this unsafe stop all in the name of faster service. I disagree.</p> <p>I would like to be able to weigh in on taking away some of our Route 212s - PLEASE DON'T! I work in downtown Seattle from 7:30 am until 4:00 pm - Monday through Friday, and it is hard enough getting a bus that works with those commute hours now. If you keep taking away from Route 212, that smacks of unfairness due to making us riders who don't want to or can't go the Eastgate Freeway Station. I am still very disappointed that Sound Transit changed Route 554 to delete a stop inside the Eastgate park and ride. I know you have lost ridership because of that move.</p> <p>I always support Metro when they ask for support via voting, but some of your decisions leave much to be desired. I plan on being a regular Metro commuter for at least another 15 years, so please help to keep your current ridership happy and moving - safely.</p>	Feb 9, 2013 2:20 PM
160	X		After moving the 212 out of the tunnel, it added additional time to my commute. Reducing the number if buses in the morning will make the buses more crowded and most likely slow the service down for loading and unloading.	Feb 11, 2013 8:04 AM

	Eastgate lower platform	Eastgate Freeway Station	Response Text	
161		X	<p>Proposal to cut morning 212 trips is completely wrong.</p> <p>I am riding it everyday for 5th month straight and I never saw undeloaded 212 in the morning.</p> <p>It could happen in the evening when uniformly spread schedule is not supported well</p> <p>(once I saw two 212s going one after another)</p>	Feb 11, 2013 2:08 PM

Other

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Other (please specify)	Response Totals
210	0.0% (0)	0.0% (0)
211	10.5% (6)	10.5% (6)
212	15.8% (9)	15.8% (9)
214	21.1% (12)	21.1% (12)
215	14.0% (8)	14.0% (8)
216	31.6% (18)	31.6% (18)
217	10.5% (6)	10.5% (6)
218	5.3% (3)	5.3% (3)
550	7.0% (4)	7.0% (4)
554	7.0% (4)	7.0% (4)
Other (please specify)	2 replies (3.5%)	3.5% (2)

2. Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Other (please specify)	Response Totals
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate Freeway Station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
Snoqualmie/North Bend area park-and-ride facilities	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish or Bear Creek park-and-rides	0.0% (0)	0.0% (0)
Other (please specify)	60 replies (105.3%)	105.3% (60)

37. How would you expect this proposal to affect your commute, door-to-door?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Other (please specify)	Response Totals
It would take more time	47.3% (26)	47.3% (26)
It would take less time	16.4% (9)	16.4% (9)
It would take the same amount of time	25.5% (14)	25.5% (14)
I don't know	12.7% (7)	12.7% (7)
answered question	55	55
skipped question		2

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Other (please specify)	Response Count
	53 replies	53
answered question	52	52
skipped question		5

39. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Other (please specify)	Response Totals
Faster bus trips	35.7% (20)	35.7% (20)
Buses that come more often	66.1% (37)	66.1% (37)
answered question	56	56
skipped question		1

40. Which of the following is more important to you?

	Please check the transit center or park and ride you use most often to board the bus and you will be directed to a series of questions specific to this location (if you do not see your stop listed, select "other").	
	Other (please specify)	Response Totals
An available seat on a bus	57.1% (32)	57.1% (32)
More bus trips earlier in the morning and/or later in the afternoon	44.6% (25)	44.6% (25)
answered question	56	56
skipped question		1

	Other (please specify)	Response Text	
1	X	important to continue to coordinate seattle arrival & departure times with sounder train schedule	Jan 17, 2013 5:46 PM
2	X	Having service to North Issaquah is a really nice thing to have. I have an intermediate stop there on occasion.	Jan 17, 2013 5:52 PM
3	X	216 should not go through Highlands P & R; it would take to long and the bus is already full.	Jan 17, 2013 5:53 PM
4	X	I would like to catch the bus in the tunnel.	Jan 17, 2013 6:14 PM

	Other (please specify)	Response Text	
5	X	Please cut out the Issaquah transit center for route 215. There are plenty of buses that serve that center and it would cut my transit time by 10 mins. Thank you.	Jan 17, 2013 6:21 PM
6	X	<p>Please consider route 211 afternoon stop at 9th and Jefferson Ave to change to 3:30-3:40pm.</p> <p>I would like to have a change in 211 route weekday afternoon pick up time for Harborview, 9th Street and Jefferson Ave. Please consider having the pick up time at 3:30pm or 3:40pm. There are several riders who can not catch the 211 bus at 3:20pm due to work schedules. The following 211 bus is too late for those that are trying to connect to the train.</p> <p>Thank you for considering this request. Karen a 211 faithful Metro rider</p>	Jan 17, 2013 6:56 PM
7	X	heading from downtown to Factoria in the AM (and Factoria to downtown in the PM) is difficult as it is. I'm not sure the proposed changes would make any difference but it would definitely be tougher to get there if any of the few times offered were removed (I'd have to do a 550 to a 241).	Jan 17, 2013 7:10 PM
8	X	Getting to Factoria from downtown Seattle is currently possible but not ideal. Reducing trips would theoretically make commuting much more stressful and lessen the possibility of flexibility	Jan 17, 2013 8:35 PM
9	X	Please remove the Issaquah transit center as a stop for route 215. It would save me at least 10 minutes on my commute.	Jan 17, 2013 9:08 PM
10	X	I commute from downtown Seattle to Factoria, at T-Mobile's campus. It's unclear to me whether travel in my direction would be impacted by these changes.	Jan 17, 2013 9:29 PM
11	X	<p>Not only would the revision take more time, I will be required to walk for 15 minutes to catch the bus at the transit center as opposed to walking only 5 minutes to catch my bus.</p> <p>There is no overcrowding on the 214 bus. The 215 bus is overcrowded mainly because of the stop at Eastgate. Why not maintain the same service at the Issaquah Transit Center using both the 214 and the 215 and eliminate the 215 stop at eastgate?</p> <p>I rely on the service the 214 provides through downtown Issaquah. Please preserve service to downtown Issaquah.</p> <p>For costs saving perhaps 1/2 of the 214 buses could provide service to downtown Issaquah.</p>	Jan 17, 2013 9:32 PM
12	X	If the 214 only stops at the transit center I would not ride it. If you wish to speed up the route you might want to have it do less stops in issaquah and follow the 554 route starting either at the highlands or where it starts now and flow Newport way instead of all the stops it currently takes. That would make it a great route. I would also suggest adding some trips to the 9 bus until the first hill street car starts up..	Jan 17, 2013 10:14 PM

	Other (please specify)	Response Text	
13	X	The elimination of 214 service east of the Issaquah Transit Center would cut service back to half-hourly frequency, dependent on the 554, for those of us who travel between downtown Seattle and Issaquah east of the Transit Center. It would lead to even more crowding on the 554. To suggest taking the 214 to Issaquah Transit Center and then transfer to the 554 for the trip to downtown Issaquah requires paying two fares for those who pay on a per-ride basis. The 200 also runs every 30 minutes and the 209 runs hourly so those are not feasible alternatives. What you are proposing for the 214 would lead to more people having to drive to the transit center (if they even have a car), leading to more traffic on the roads in Issaquah and more congestion and pollution. If you want to save time and avoid the afternoon congestion on Front Street in Issaquah route the 214 along Newport Way like the 554 and have it end at Rainier Blvd and Sunset Way, then it can continue along Sunset up to the interchange with I-90 and return to base or its next run from there. In the morning it should still start at the fish hatchery on Newport Way so the driver can have layover location and it can then go up Newport Way or Front Street and Gilman as it currently does. There are locations where a stop could be added along Newport Way if warranted.	Jan 17, 2013 11:19 PM
14	X	I am a student at Bellevue College. This means I get off at Eastgate Freeway Station. Thus any changes to speed the bus up by passing Mercer Island, while commendable, don't effect me. On the other hand I expect to pay a time penalty from any change which slows the 216 from getting on I-90 as quickly as possible after South Sammamish Park & Ride, including the proposed circuitous routeing via (the already well served) Issaquah Highlands Park & Ride.	Jan 17, 2013 11:47 PM
15	X	How do busses get up to the Issaquah Highlands in snow and ice???	Jan 18, 2013 8:09 AM
16	X	<p>You have got to be kidding. At present the Seattle bound 216 when leaving the plateau in the AM trips (6:30 and beyond) is at capacity and then it stops at Eastgate and Mercer Island where more passengers get on. So you are proposing to drop Mercer Island but reroute generally already full buses through the Highlands which is already served by the 218 and ST Express. This does nothing to alleviate morning overcrowding but only exaserbates it. How about just dropping Mercer Island and continuing the existing route?</p> <p>Also on the PM peak - you are essentially doing the same thing - peak commute 216 buses are over crowded to the point of being unsafe to board . Many of the passengers are Mercer Island and Eastgate but the bus still leaves Eastgate AT CAPACITY. You are trading Eastgate and Mercer Island Riders in the PM peak with Issaquah Highland riders.</p> <p>Sammamish has earned a route free from extraneous add ons. Let's be serious .</p>	Jan 18, 2013 8:38 AM
17	X	Excellent idea to take the Issaquah Transit Center stop off the 215 route ! Often I see the 215 bus fill up with Issaquah riders out of Seattle, only to note a 214 is following shortly after us that is a quarter full. Thank you for considering this!	Jan 18, 2013 8:49 AM
18	X	I catch the 214 in downtown Issaquah No service east of the Transit Center would mean either a transfer or drive to the Park & Ride.	Jan 18, 2013 8:57 AM

	Other (please specify)	Response Text	
19	X	Please cancel the 216's stop at Mercer Island and keep it as it is; if it starts serving Issaquah Highlands it will be even more crowded and takes more time; the best option for residents of Sammamish is to make less stops over I-90 and keep all the stops in Sammamish; thank you.	Jan 18, 2013 9:28 AM
20	X	<p>Dropping the 215's service to the Issaquah TC would force me to take it to Eastgate then (if one is available) transfer to get back to Issaquah where I may need to transfer to one of the Issaquah busses. This would (if it's even possible) significantly increase the time it would take for me to travel the 13 direct miles from home to work, and close to double my actual daily mileage. I would have to seriously reconsider using Metro altogether.</p> <p>Not to mention, completely re-route the 20-30+ folks who get on each 215 West bound in Issaquah each morning onto already very crowded other busses.</p>	Jan 18, 2013 9:43 AM
21	X	<p>PLEASE NOTE that because the 218 does not stop at East Gate Park and Ride anymore, East Gate commuters that want to use the bus tunnel to stay out of the cold and rain will FILL THIS BUS UP only to go to East Gate Park and Ride, and people that need to GO HOME TO SAMMAMISH can't get on the bus!!!!</p> <p>The bus drivers do not help people that ride the 216 to get to Sammamish/Bear Creek when the East Gate riders full the 216 to CAPACITY. The bus drivers should at least ask the East Gate riders to exit the bus when there are people needing to go home to Sammamish or Bear Creek Redmond and they can't get home! This is not fair. There are plenty of buses that go to East Gate. These riders are very inconsiderate because they want to use the bus tunnel.</p> <p>A better solution - if you take away East Gate stop from 218, then you need to take it away from 216 as well to avoid overloading the 216 with East Gate riders. Again, people that need to go home to Sammamish or Redmond can't get home. This bus only comes once every 30 minutes. THIS IS TOO LONG TO WAIT JUST BECAUSE EAST GATE RIDERS THAT HAVE SO MANY OPTIONS ARE INCONSIDERATE AND FILL UP THE 216.</p> <p>Another solution - alternatively, please move the buses that serve East Gate back into the bus tunnel so that the 216 is not overloaded with East Gate riders.</p> <p>Please do not direct 216 to Issaquah Highlands. The Issaquah Highlands already has plenty of busses going there. There is no need for 216 to serve the Issaquah Highlands.</p> <p>I agree that Mercer Island does not need to be serviced by 216. Mercer Island already has multiple buses to/from downtown and the commuters have very little wait time.</p>	Jan 18, 2013 11:17 AM

	Other (please specify)	Response Text	
22	X	It sounds like an interesting proposal. I am somewhat concerned about potential for large increase in 216 ridership based on the overloaded 218 buses I see leaving Seattle in the afternoon. I hope adding passengers destined for the Issaquah Highlands P&R doesn't make the 216 as overcrowded as the current 218 bus is, as I would be unlikely to ride the bus as much due to the discomfort of overcrowding.	Jan 18, 2013 4:11 PM
23	X	I take the 211 express to Virginia Mason and the 2nd bus leaving eastgate P&Ride arrives @ VM @7:05 am or later depending on traffic and stops; therefore my shift starts @ 0700 and I am late. I have to take the 5:41 am arriving @ vm @ 6:25 AM. By eliminating the Bellevue P&R it would be a faster trip.	Jan 18, 2013 10:15 PM
24	X	While the commute would take the same amount of time, the ridership per bus would be more evenly distributed with the addition of more routes. Currently, there is standing room only when the bus leaves the Issaquah P&R during the routes running between 6:50 AM - 7:30 AM.	Jan 18, 2013 11:00 PM
25	X	There are many Sammamish students who use the Eastgate stop to get to/from school (Bellevue Community College?). This capability should continue. Having Rt 216 service Issaquah Highlands will result in over-crowded busses during evening commutes for Sammamish residents while not improving the service beyond Issaquah Highlands. South Sammamish residents and those in North Issaquah will see service negatively impacted.	Jan 19, 2013 12:50 PM
26	X	The 212 and 217 are commuter routes to reduce the am runs for the 212 bus will have a significant impact on peoples work schedules and their overall ability to even use metro bus as a regular means for commuting to work.	Jan 20, 2013 10:55 AM
27	X	Cutting the 214 after the transit center will make it that much more difficult for people without cars who live in Old/Downtown Issaquah to commute to/from Seattle. The 554 stops are farther away, also have to stop in Bellevue and Mercer, and may require an additional transfer. The 214 IS packed but I have never seen anyone left behind because of it. While I would love more frequent trips, I would not even be able to take the bus anymore if you remove the stops east of the transit station. In the very least have the buses continue their loop around downtown Issaquah.	Jan 20, 2013 3:35 PM
28	X	Removing the Mercer Island stop on the 216 would further crowd the 550, which is already packed during peak of peak. The joint operations agreement limits Sound Transit to 10 buses per hour in the DSTT each way. The county council should amend the agreement to raise that limit, so that Bellevue commuters don't get passed by on an increasingly regular basis. Sound Transit would then absorb more of the operating and debt costs of the tunnel. I would like to see the county council send ST a memorandum of understanding allowing ST to add more bus trips in the tunnel, as long as sufficient notice is given for Metro to let it move some of its trips out.	Jan 20, 2013 9:29 PM
29	X	Reducing frequency of route 212 would add time and inconvenience for commuters departing downtown Seattle (4th & Seneca) to Factoria	Jan 21, 2013 3:16 AM

	Other (please specify)	Response Text	
30	X	The only reason I ride is the stop at Mercer Island Park and Ride. Do not eliminate this stop, or I will not be able to use Metro.	Jan 21, 2013 9:01 PM
31	X	I live in factoria and having one bus to take me to cap/first hill has been awesome since parking in that area is a pain.	Jan 22, 2013 9:47 AM
32	X	<p>The starting point for the 214 is a great spot to catch the bus. I ride every day with a bike and I do not have to worry about trying to load at the Transit Center.</p> <p>I also drop off every night on Front Street. This makes my commute much safer on my bike since I do not have to ride any of the 'dark' roads around the transit center.</p> <p>This location is also ideal for many of Issaquah Senior Citizens. There is a large complex that the Senior can walk down and catch the bus. I don't believe many of the Seniors drive, so they well be unable to take the the 214 bus.</p> <p>If the 214 stops running from this starting point, then I will be riding the 554 which has a stop near me.</p>	Jan 22, 2013 2:47 PM
33	X	I work at the Eastgate Public Health Clinic so I commute from Seattle to the Eastgate Park and Ride Monday - Friday. I oppose any reduction to the number of buses and routes, especially the 212 and the 217, going to and from the lower level stop at the Park and Ride that service Seattle.	Jan 22, 2013 3:19 PM
34	X	<p>You can't stop serving the local area of Issaquah with the 214. Many of us rely on that as the Transit Center is 2 + miles away and there is not good local bus service between downtown and the transit center.</p> <p>Ending service past the transit center would increase traffic at the transit center, which already struggles to meet the parking needs of the area, and would seriously impact those of us who don't have cars to get to the transit center.</p>	Jan 22, 2013 4:59 PM
35	X	Rerouting through issaquah highlands would add considerable time to the route and too many passengers to the 216 which is already overcrowded	Jan 22, 2013 6:00 PM
36	X	I very much like the idea of a faster trip. I am unsure about frequency and schedule. It looks like currently there are 8 buses in the morning and the new schedule indicates there will be 6. Our bus is usually very full, sometimes standing room only. I am hoping this does not mean fewer buses that are more crowded. I am especially hoping it will not mean I need to get up even earlier to get downtown by 8:00 because of schedule changes. Thank you.	Jan 23, 2013 7:42 PM
37	X	If Metro wants to make a real impact on commutes across the I-90 bridge, it's time to engage WSDOT and work to address the growing number of commuters to the Eastside. It's time to reconfigure the I-90 express lanes to be as bidirectional as the traffic is, by either making them one lane in each direction, or adding lanes. And consider restricting the express lanes to transit only!	Jan 25, 2013 3:39 PM

	Other (please specify)	Response Text	
38	X	<p>The 216 primarily serves the 42,000 people of Sammamish. It is the principal commuter service for the people in the north end of the city going into Seattle. When this service began it was called the 216 Express and it took 45 minutes to get from the north end of Sammamish to downtown Seattle (Columbia Center). Unfortunately, metro planners have, overtime turned this excellent service into a slogging milk run with stops at Eastgate and Mercer Island and adding 15 minutes to the ride. The more recent decision to eliminate 218 service to Eastgate has had the disastrous affect of making it sometimes impossible for Sammamish riders to get home with buses filled with Eastgate riders. Let me first commend Metro for acknowledging this problem and working to find a solution. I would like to strongly suggest that Metro eliminate both Eastgate and Mercer Island for morning and afternoon commutes. While I feel the route change to the Issaquah Highlands P&R would speed trips by eliminating the slog through North Issaquah, my fear is that the 218 Issaquah users will replace the Eastgate users by jamming the buses and continue making it horrible for the Sammamish users whom rely on this service.</p> <p>***One more suggestion: If you added more service to the 269 route to and from the Issaquah Highlands P&R and synced up this service to complement the 218 service you could create a viable alternative service feed for Sammamish riders into Seattle. The service seems to emphasize feeding Microsoft employees to the Overlake Transit Center, but the service would become far busier and successful if it fed riders to the 218 buses in the morning and met 218 riders in the afternoon to feed riders through Sammamish.</p>	Jan 26, 2013 1:47 PM
39	X	You're not fully considering reverse commuter, going to Eastgate in the morning and departing in the evening for Seattle. Your questions prioritize the standard eastside to downtown commuter.	Jan 28, 2013 5:00 PM
40	X	Do not like having to go through Issaquah, Highlands which is becoming more congestion and already served by 554 and 218	Jan 29, 2013 8:04 AM
41	X	<p>In the morning I board 218 in Issaquah Highlands stop next to Swedish hospital (1st after IH Park-and-Ride). By the time bus gets to that stop it might already be full.</p> <p>It would also be nice to have a shelter structure (like at other buis stops) built at that location, so people waiting are protected from rain and wind.</p> <p>On my way back home from Seattle I board 218 in International District Tunnel Station. Most of the time I have to stand in the packed 218 bus and sometimes I can't even board because bus is full.</p>	Jan 29, 2013 11:32 AM

	Other (please specify)	Response Text	
42	X	<p>Skipping the Issaquah Transit Center is a great idea. The bus ride from/to North Bend has gotten to be between 1 hr 10 min (going) to 1 hr 20 (coming home). This has become such a problem that many have quit this route and drive to Issaquah for more frequent and faster service to Seattle. I do this in the summer when the weather is better. I hope shortening this trip may get some of these riders back. When the 215 was originally started, I attended the meetings and was promised that the trip was a big improvement to the 209 and would be much faster. This has not been the case. The ultimate trip would be a true express trip with the bus starting in North Bend, getting directly on I-90, making a freeway flyer stop at a newly built Park and Ride at the junction of SR 18 and Snoqualmie Parkway, a flyer stop at the Preston Exit, and then directly to downtown Seattle. This area is continuing to build and Metro really needs to consider buying property near I-90 and the Snoqualmie Parkway to build a parking garage. If they wait too long, the property will be gone.</p> <p>I would also like to see better all day direct bus service from North Bend to Seattle. Currently, I can not work an early shift because I can't get home efficiently without a transfer and long wait at Issaquah TC. And if I get sick at work my employer will not cab me all the way to NB so I have no way home and no one to pick me up. Not a pleasant trip home.</p> <p>Thanks,</p>	Jan 29, 2013 8:02 PM
43	X	<p>I would like to see Routes 212 and 217 (from Seattle DT to the eastside) have departure times which are uniform in the number of minute apart.</p> <p>It would be also great to have these same routes return to the tunnel. I used to take the 41 route from Northgate to the tunnel and connect to either 212 or 217 in the tunnel. But now it's rather inconvenient to go this route since I have a limited window in the morning to catch a 41 bus to get to the International District station to be able to catch a connecting bus (which are all unevenly staggered).</p> <p>I've actually started taking the Sound Transit route 555 so I don't have to worry about missing any connection, though it adds more minutes to my commute before.</p>	Jan 29, 2013 9:51 PM
44	X	<p>Today marks 8 years on the 216 to Seattle. That is close to 2000 trips. We started years ago with 40 footers and now have the larger buses and the tunnel. With gas prices between 3.50 and 4 dollars the bus is full when we reach the South Sammamish park and ride. I take the first run in at 6am. Traveling up to the Highlines will I believe will add time and hassel to a already hour plus door to door compute. Plus with a full bus we will also no doubt get standing room only rider at the Highlines. Also, the road from Sammamish P&R to the Highlines is very narrow with a small round-a-bout by the school. The additional part is the skipping of the I-90 Eastgate stop heading east. There are many Bellevue College students from Sammamish that need this transporatation to school. I have experienced the crowds when taking later buses (5:15pm) from the tunnel in the evening. Another bus is the only way to solve this. Skipping Mercer Island is not a big deal and we do have a couple riders at that stop. In conclusion I would keep the 216 as is with perhaps adding another bus in the evening.</p>	Jan 31, 2013 8:19 AM

	Other (please specify)	Response Text	
45	X	I would have to quit taking the bus if i could not get service in East Issaquah by route 214	Jan 31, 2013 9:27 AM
46	X	Bus service needs to continue to run through downtown Issaquah	Jan 31, 2013 2:51 PM
47		Please keep stopping at Eastgate Park & Ride!! Many College Students use this stop!!	Feb 1, 2013 1:29 PM
48	X	It is invaluable to me to be able to take a 214 or 554 and catch the 215 at the Issaquah Park and Ride. Removing this stop would disenfranchise and splinter the Snoqualmie Valley community even more than the 215's shifting of resources already has. The 215 needs to stop at the Issaquah Park and Ride both because many people use it to go from Seattle to Issaquah (a number too large for the extra 214 routes to account for) and many people use the Issaquah Park and Ride to take the 215 eastward. The best way to serve this community would be to return the 215 to the old 214 route through Fall City and Preston, and to keep it stopping at the Issaquah Park and Ride.	Feb 1, 2013 2:08 PM
49	X	There is no good way to get from North Sammamish to the downtown Bellevue Transit Center. When taking the bus to Bellevue, I currently have to take 216 to Mercer Island where I get off. I then go across the street and transfer to the ST 550 going from Seattle to the Bellevue TC. It takes about an hour. If 216 no longer stop and Mercer Island that option goes away. It is a much shorter distance from North Sammamish to go via 520; but the alternative is to take 269 to Bear Creek transfer to a bus to the Redmond TC then take 232 to the Bellevue TC or catch 545 at Bear Creek and transfer to 232 at the 520 freeway station - either way it requires two transfers! It is sad, but there is no good way to get to downtown Bellevue from North Sammamish. We need a bus that that we can transfer directly from 269 at Bear Creek to a bus that goes from the Bear Creek P&R directly to SR520 stopping only at the freeway stations then going directly to the Bellevue TC. Thank you.	Feb 1, 2013 2:26 PM
50	X	If you cut off service past the Issaquah transit center, there will be no reason for me to use metro whatsoever and I will have to walk further both morning and night to use the 554. Also consider there is a retirement apartment (Hutchinson House) that you will be cutting off from service.	Feb 2, 2013 7:40 PM
51	X	I don't want to have the park and ride be the only way to get on the 214; there is not enough parking and I would no longer be able to walk to the bus stop. On the commute home, there are not enough 214 and 554s to get to the park and ride; it can already be standing room only. The 210 is not a good route, it takes too many stops all along the way.	Feb 9, 2013 6:55 PM
52	X	I walk 1/2 a mile to get to my closest bus stop. I do not have a car to get me to the transit center to catch this bus. Getting of the service around Issaquah (Gilman/Front Street) would be detrimental to my commute.	Feb 11, 2013 12:30 PM

Route 210

I-90 corridor survey

1. Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
210	100.0% (23)	100.0% (23)
211	8.7% (2)	8.7% (2)
212	34.8% (8)	34.8% (8)
214	4.3% (1)	4.3% (1)
215	4.3% (1)	4.3% (1)
216	8.7% (2)	8.7% (2)
217	4.3% (1)	4.3% (1)
218	8.7% (2)	8.7% (2)
550	8.7% (2)	8.7% (2)
554	17.4% (4)	17.4% (4)
Other (please specify)	2 replies (8.7%)	8.7% (2)
answered question	23	23

7. How often do you ride the bus?

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
3 or more days a week	87.0% (20)	87.0% (20)
1 to 2 days a week	8.7% (2)	8.7% (2)
Occasionally (less than once a week)	0.0% (0)	0.0% (0)
Never	4.3% (1)	4.3% (1)
answered question	23	23
skipped question		0

8. What is your usual commute destination? (If you do not see your destination listed, select "other")

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
Downtown Seattle	78.3% (18)	78.3% (18)
First Hill in Seattle	0.0% (0)	0.0% (0)
Eastgate lower platform	0.0% (0)	0.0% (0)
Eastgate freeway station	0.0% (0)	0.0% (0)
Mercer Island Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Highlands Park-and-Ride	0.0% (0)	0.0% (0)
Issaquah Transit Center	0.0% (0)	0.0% (0)
North Issaquah Park-and-Ride	0.0% (0)	0.0% (0)
South Bellevue Park-and-Ride	0.0% (0)	0.0% (0)
South Sammamish Park-and-Ride	0.0% (0)	0.0% (0)
Other (please specify)	5 replies (21.7%)	21.7% (5)
answered question	23	23
skipped question		0

9. When do you usually arrive at [Q8]?

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
5-6 a.m.	4.3% (1)	4.3% (1)
6-7 a.m.	8.7% (2)	8.7% (2)
7-8 a.m.	34.8% (8)	34.8% (8)
8-9 a.m.	39.1% (9)	39.1% (9)
9-10 a.m.	4.3% (1)	4.3% (1)
Other (please specify)	2 replies (8.7%)	8.7% (2)
answered question	23	23
skipped question		0

10. Route 210 is currently performing below Metro's guidelines for productivity and could be cut in the future if its performance isn't improved. Metro is proposing to change the route to serve the Eastgate freeway station. Riders who currently board the bus at I-90 and Richards Road would board at Factoria Boulevard and SE 38th Street. This change would improve the route's performance by adding riders, but would also add about 3-4 minutes of travel time. Would you support this change?

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
Yes	39.1% (9)	39.1% (9)
No	47.8% (11)	47.8% (11)
Other (please specify)	3 replies (13.0%)	13.0% (3)
answered question	23	23
skipped question		0

37. How would you expect this proposal to affect your commute, door-to-door?

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
It would take more time	87.0% (20)	87.0% (20)
It would take less time	4.3% (1)	4.3% (1)
It would take the same amount of time	4.3% (1)	4.3% (1)
I don't know	4.3% (1)	4.3% (1)
answered question	23	23
skipped question		0

38. Please share any additional feedback you have about this proposal or propose other ideas you would like Metro to consider.

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Count
	19 replies	19
answered question	19	19
skipped question		4

39. Which of the following is more important to you?

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
Faster bus trips	34.8% (8)	34.8% (8)
Buses that come more often	65.2% (15)	65.2% (15)
answered question	23	23
skipped question		0

40. Which of the following is more important to you?

	Which route listed below do you primarily use for your commute? (If you do not see your route listed, select "other")	
	210	Response Totals
An available seat on a bus	43.5% (10)	43.5% (10)
More bus trips earlier in the morning and/or later in the afternoon	56.5% (13)	56.5% (13)
answered question	23	23
skipped question		0

	210	Response Text	
1	X	210 is not necessary if 212 stops at SE 38th and Factoria Blvd.	Jan 17, 2013 11:00 AM
2	X	This is the only direct bus from my home(4015 147th Ave SE) to my place of work in Seattle (1501 4th Ave). My disabilities make it difficult to do transfers, so for me, 210 is a perfect solution. I sincerely hope neither the route nor my stops are deleted.	Jan 17, 2013 8:03 PM
3	X	Excellent proposal! I would strongly support this change and think there will be many nights that this actually shortens the commute home. - Currently PM route 210 will often sit and wait on the freeway exit at Richard's Road for extended periods - sometimes up to 20 minutes. Allowing the 210 to serve the Eastgate Freeway stop and use the dedicated exit will take slightly longer to reach, but will allow exiting the freeway far faster. - Likewise, some mornings the 210 struggles through congestion get to the HOV lane from Richards road onramp; accessing the freeway HOV via the Freeway station would be a minimal time loss.	Jan 17, 2013 8:09 PM
4	X	South Lake Union access is painful with the connection to the streetcar, in particular in the evening. 212 riders lost when tunnel access was revoked. Can we have a way to connect the southbound streetcar with the 212? Making the 554 Blanchard and Westlake inbound layover stop a real stop would help SLU morning connectivity (212 connects pretty well inbound now, thank you).	Jan 17, 2013 11:01 PM

	210	Response Text	
5	X	<p>I think what you need to do is increase the buses going down the main corridors between Eastgate P&R and have the "little buses" final destination to be at Eastgate P&R...</p> <p>You can get rid of 210, but increase the frequencies of 271 during commute time. Having 210 going down Factoria Bld and then turn back to Eastgate P&R would frustrate riders...I will just take 271...</p> <p>You are serving people going downtown, I don't think people would mind changing buses, if the frequencies is 5-7 minutes...</p>	Jan 18, 2013 12:19 AM
6	X	I would get on the bus at Lakemont and get off in downtown Seattle. If the bus stops at the Eastgate transit center, I would have the option to transfer to another bus if it gets me downtown Seattle more quickly without having to stop in Factoria. This may not be practical without knowing exactly what the new route will be.	Jan 18, 2013 8:06 AM
7	X	<p>I am truly baffled by some of the steps Metro takes in the interest of their riders. By no longer having the 216 stop at the Eastgate stop, all riders who wish to have a direct bus to Eastgate must walk to 2nd Avenue. Second Avenue is the ONLY location where you are providing direct service to Eastgate!!!! This in essence "snubs" all riders who are employed on 5th, 6th, 7th, 8th and 9th Avenues. I used to catch the 212 at the Convention Place stop (which is on 9th Avenue). Metro removed the 212 and informed its riders to proceed to 2nd Avenue to catch the bus. Is this good customer service? I now need to take two buses to get home--I take a bus at the Convention Place station to either International and then proceed upstairs to catch the 212 OR I get off at Rainier and wait for the 212. In either scenario, the bus is often too crowded and the driver will not permit us to board (there are times where the driver, even with a less-than-full load just bypasses the Rainier stop altogether--guess they just don't feel like stopping). I am finding it difficult to understand how your proposal is helping the many people who utilize the Eastgate stop? From what I can see from your proposal, you are in fact CUTTING service to Eastgate by: (1) eliminating service by the 216; and (2) by reducing the number of 212 buses by 2. In the mornings I take the 210 bus--there are only 4 buses in the morning. This is the ONLY bus that serves our entire community!!!! Without it, the closest stop is the 271---over one mile away!!! The first three 210 buses in the mornings are often full by the time it reaches Factoria (standing room only). I have no idea where you get the impression that it is not being utilized. I ride the 210 every morning--I have no idea where you are getting this erroneous information--if your research is reflecting that 210 ridership is low, then your research is seriously flawed. I can only surmise that you do in fact know that ridership on the 210 is high but are misleading the public so you can have it travel to the Eastgate stop. This way you can say you are adding another bus--pretty lame, very transparent and misleading. Shame on Metro. I have been riding Metro for 8 years--it used to have great service. I am not sure what happened.</p>	Jan 18, 2013 9:19 AM
8	X	The 210 bus that I ride is usually full by the time it leaves Factoria. I hope that the bus size will be increased to a double bus if it stops at the Eastgate freeway station.	Jan 18, 2013 12:35 PM

	210	Response Text	
9	X	<p>I don't mind the so-called additional 3-4 minutes added to Rt. 210's schedule. However, your proposal eliminates the ONLY bus that serves the Woodridge neighborhood with direct service to the big downtown destinations in Seattle.</p> <p>Your proposal routes the 210 east up SE 36th St, onto the 142nd Ave overpass, and then onto the freeway immediately, bypassing the I-90 & Richards Rd stop entirely. This would be a big discouragement for Woodridge riders, because we would then have to walk all the way into Factoria to get a bus in the morning. It actually adds a lot more than 3-4 minutes to our commute!</p> <p>Assuming the 210 has to go through Eastgate P&R, why not have it go up the hill on SE Eastgate Way, so that it can pick up at SE Eastgate Way & Richards Rd? Then it can go up the hill on the north side of I-90, pick up P&R commuters, and continue into Seattle. This would continue to offer service to the Woodridge neighborhood with a 4th Avenue bus.</p> <p>I would also like to note that the 210 I ride, which picks up at I-90 & Richards Rd at 8:01a, is already pretty full, with usually only 3-4 open seats. There have even been some days since the most recent service change, when the 210 has had standing passengers (I know, because I was one of them!). It is not clear to me that sending the 210 to Eastgate P&R is going to greatly improve the problem of overcrowded buses at Eastgate. It will just become another one of them, since it would already be full when it gets there.</p> <p>Another idea I had, since the 211 already stops at Eastgate but few people ride it, would be for the 211 to make some 4th Ave stops before making its East Hill stops. It could stop at 4th & James, Madison, and University, and then turn up Seneca St. and make it's East Hill stops in the reverse order that it currently does. By eliminating the stop at the South Bellevue P&R and saving 8-10 minutes there, the extra time it would take the 211 to go up 4th Ave would almost balance out.</p>	Jan 18, 2013 3:03 PM
10	X	<p>The map made it look like Route 210 would would double back and pick people up at the Eastgate Freeway station, but this survey says it would pick people up at Factoria Blvd and SE 38th. I thought it already picked people up all along Factoria Blvd. It seems like getting on the freeway after making a stop at Eastgate Frwy station would be a better idea.</p>	Jan 19, 2013 8:47 PM
11	X	<p>This bus stop is used by Woodridge neighborhood residents as a faster way to get to Seattle. Route 210 is the only bus that do that. People usually walk to the bus stop in the morning and moving it to 36 SE street will increase not just the travel time but walking distance also - for most people more than a mile.</p> <p>I would have to evaluate how long will take me to walk or just take the car and drive to Seattle. For some people driving is not an option. And when you consider how profitable are the routes, you have to also think of how accessible are they. There were a lot of people taking 212 when it was stopping on that bus stop – now these people drive to Seattle. I see 217 in the evening doing to Seattle stops on this bus stop. Why you don't have some 217 also stop on this bus stop in the morning. This will convince even more people to take the bus instead of driving.</p>	Jan 24, 2013 11:57 AM

	210	Response Text	
12	X	I typically only use this part of the commute a couple of times a week, but I arrive around 6:30am and it would be great to have a bus that would travel east on SE 34th, to serve the T-Mobile towers. The connections from there to the Freeway station are not that timely, and so walking to the I-90 stop is a good option.	Jan 24, 2013 5:08 PM
13	X	Due to the timing, this routing change is a poor fit for many people who use this bus. If other buses are too crowded, how does not running them anymore solve the problem? Run more of the busier routes (like they do with the 545) to alleviate that, don't mess up everyone else's bus. The 210 has every seat full most of the time as it is, if we move to the P&R we will just have a ton of people standing on this bus, too, which was the original problem with those other routes.	Jan 25, 2013 1:33 AM
14	X	Instead of rerouting 210 to Eastgate P&R, it should reroute to South Bellevue P&R.	Jan 28, 2013 4:37 PM
15	X	210 is doing a great job to serve customers who live in Factoria area. This is the only direct bus from downtown Seattle to Factoria and I would like it to stay that way. It's faster and gets you home on time.	Jan 28, 2013 4:55 PM
16	X	Currently 271 goes through Eastgate Park and Ride, but not through Lakemont. How about route 271 uphill to Lakemont (164th Ave SE to Lakemont Blvd SE) going through the similar Lakemont stops that currently 210 services? This way, you might not even need to have changes to 210 and there will be more riders via 271. Thank you.	Jan 29, 2013 4:44 PM
17	X	This makes little or no sense. Since your service is crap, you can't be fired, and the elected officials can't be voted out I imagine you'll do what you damn well please. jam it up your butts. preferably running.	Jan 31, 2013 2:15 AM
18	X	The Eastgate Freeway Station is impacted by heavy congestion from Bellevue College in the mornings along 142nd PI SE. Routing the 210 through the Eastgate Freeway Station will decrease reliability that is critical for commuters.	Jan 31, 2013 12:04 PM
19	X	210 - Add stops along 164th Ave SE	Feb 6, 2013 11:32 AM

Appendix B

Emails and Phone Calls Received

	I-90 proposal	Response Text	
1	X	<p>To whom it may concern,</p> <p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This change will cut 10 minutes from my husbands commute which would greatly benefit our family rime together. Please support WA families and make the route change. Thank you.</p> <p>Satin Covey</p>	Jan 18, 2013 11:35 AM

	I-90 proposal	Response Text	
2	X	<p>Hi,</p> <p>I was previously a daily commuter on Bus 212 from Eastgate Park and Ride to Downtown Seattle. That was until the route was redirected to 2nd Ave in the evenings (instead of the tunnel). I found the buses to be less predictable (not on schedule) and I finally got fed up with standing in the rain for 20 minutes waiting for bus 212 to take me back to the eastside. Since then, I've been driving to work almost every day. I would start taking bus 212 again if it stopped in the Westlake tunnel as it did in the past.</p> <p>Regards, Casey R. Nelson, PE Civil Design Engineer</p> <p>KPFF Consulting Engineers 1601 Fifth Avenue, Suite 1600 Seattle, Washington 98101</p> <p>O: (206) 622-5822 D: (206) 926-0606 F: (206) 622-8130 Casey.Nelson@kpff.com</p> <p>www.kpff.com</p>	Jan 18, 2013 11:35 AM
3	X	<p>Do not eliminate any of the 212 bus times in the morning leaving Eastgate P&R. There is no congestion, there is no crowding on I-90. We take the HOV lane, we are not impacting I-90 commuters. I have no idea what Metro is talking about here. The only crowding you're going to see are the riders having to stand because they're having to crowd onto less buses.</p> <p>SUZANNE KATZ PERKINS COIE LLP Secretary to Cynthia Brown / Elaine Cherry / Jeanenne Rutherford 1201 Third Avenue, Suite 4900 Seattle, WA 98101 206.359.3105 LOCATION: 41-25 : skatz@perkinscoie.com</p>	Jan 18, 2013 11:35 AM
4	X	<p>You're not proposing "improvements," you're impacting commuters. You're even putting more cars on the road by making it harder for people to take buses.</p> <p>SUZANNE KATZ PERKINS COIE LLP Secretary to Cynthia Brown / Elaine Cherry / Jeanenne Rutherford 1201 Third Avenue, Suite 4900 Seattle, WA 98101 206.359.3105 LOCATION: 41-25 : skatz@perkinscoie.com</p>	Jan 18, 2013 11:35 AM
5	X	<p>This is my second email regarding the proposed changes to Route 212. I find it particularly revealing that no where EXCEPT the Survey Monkey survey is there any mention of eliminating Route 212 service to the lower platform at Eastgate Park and Ride. This is an unacceptable method of communication, even by Metro standards. This fact should be listed prominently on all written and website materials, not buried in a Survey Monkey survey. I am very disappointed with Metro.</p> <p>Cathy Scheibner cathyscheib@comcast.net</p>	Jan 18, 2013 11:35 AM

	I-90 proposal	Response Text	
6	X	<p>It doesn't appear that the proposed changes include any to the reverse commute, but I would encourage you to maintain or increase service in the "opposite" direction. My usual morning commute includes the 217, which is quite full at 7 AM. Any number of people rely on that route or the 212 reverse route to reach places of work along SE 36th and Eastgate Way. I work at Bellevue College, and those routes plus the 554 bring a large number of students, faculty and staff to campus.</p> <p>Jennifer Prekeges Program Chair, Nuclear Medicine Technology Bellevue College jennifer.prekeges@bellevuecollege.edu (425) 564-2475</p>	Jan 18, 2013 11:36 AM
7	X	That you are adding some 218 runs. I haven't been able to figure out why Eastgate has so many options and we only have 1. Thank you.	Jan 18, 2013 11:36 AM
8	X	<p>I take the bus everyday and very much appreciate Metro bus drivers and service. BUT YES we need more buses! The additional buses outlined will dramatically improve our service.</p> <p>Thank you very much for identifying the need and taking action.</p> <p>PEGGY L. NOETHLICH. Director of Marketing</p> <p>THE GLOSTEN ASSOCIATES 1201 Western Avenue, Suite 200 Seattle, Washington 98101-2921 Main 206.624.7850 Direct 206.812.6053 Fax 206.682.9117 plnoethlich@glosten.com www.glosten.com</p>	Jan 18, 2013 11:36 AM
9	X	<p>To Whom It May Concern:</p> <p>If I am reading the proposed changes to route 212 correctly in the chart below, it appears as though there could be up to nearly 12 fewer AM routes traveling to the Eastside. Is that correct?</p> <p>If so, that would leave us with very few options in the AM to travel to the Eastside using route 212.</p> <p>This is a concern. Please let me know if what I am understanding is accurate.</p> <p>Respectfully,</p> <p>Tony Easterlin</p>	Jan 18, 2013 11:36 AM
10	X	<p>I think your plan to reduce route 212 is ludicrous! This route is the main Eastgate to DT route. The buses are always packed like sardines. Wake up and look around!</p>	Jan 18, 2013 11:36 AM
11	X	<p>The thought of offering fewer 212 morning runs is absurd.</p> <p>The 212 is already packed full in the morning and doesn't even start running until 6 am.</p>	Jan 18, 2013 11:36 AM

	I-90 proposal	Response Text	
12	X	I do not support the massive reductions in service to Route 212. Metro already has reduced service trying to force us to stand on buses coming from Issaquah to downtown. Now you are essentially saying Eastgate commuters don't merit bus service where we can catch the bus from a safe location in a timely fashion. Very very unhappy.	Jan 18, 2013 11:36 AM
13	X	Metro must be crazy. 212 is the main route out of the Eastgate P&R. Each bus I ride is crowded leaving the P&R and full after the freeway stop. Why would you want to reduce the # of buses serving the main route? Efrem Krisher	Jan 18, 2013 11:37 AM
14	X	Good Morning, Could I please get some clarification on the proposed route frequency changes to the 212? If you plan to cut the 212 buses by about 50% or more, at what times are you proposing for elimination? The first trip out is already quite a bit later than other routes at 6:02am. Will that be eliminated? What is the proposed impact on the frequency of buses? Does a 50% reduction in buses extend the time between buses to twenty minutes? Thirty minutes? We've already had so many disappointing and inconvenient changes to the Eastgate PR services (and yes I'm still upset over the 212 being kicked out of the tunnel as well as the 218 no longer servicing Eastgate in the afternoons) it seems like Metro is actively trying to drive away people from using that particular PR. Which I find ironic as it is one of the bigger PR's on the eastside. Sincerely, Jamie Nakamoto	Jan 22, 2013 8:56 AM
15	X	I am a daily rider of route 211 Eastbound. I received the email about the proposed changes to 211 route. The current route takes too long- sometimes an hour to get from Seattle to Eastgate Park and ride. And it frequently runs late especially on the last run of the evening. I feel that the routes taken from Virginia Mason to Harborview needs to be changed as well as the I-90 stops. It can take 30 minutes to get from Virginia Mason to Cherry Hill stop. There is major congestion on the side streets along Boren Ave going down James St and making the turn to Harborview. I am not sure how it can be rerouted but please try to find another route from Virginia Mason to Harborview. This will also help cut down the delays especially for those who need to catch the train. I have heard many riders have quit riding 211 b/c of the delays. Thanks for your attention, Nancy Osako	Jan 22, 2013 8:57 AM

	I-90 proposal	Response Text	
16	X	<p>To whom it may concern,</p> <p>I agree that the 218 route should have increased trips. Way to go!! I would also suggest that the "rainier" flyer stop be illuminated in the AM and PM. My reasoning for this is that there already is a number of routes that service this stop. Make it a "true" express route. This will also help with scheduling additional routes.</p> <p>Thank you, Pete</p>	Jan 22, 2013 8:57 AM
17	X	<p>Dear Sir or Madam.</p> <p>I have been a regular Metro bus rider since moving to Bellevue in 1997. The majority of my jobs have been in the downtown Seattle area. I use the Eastgate P&R.</p> <p>I've been disappointed in your support for riders from Eastgate P&R. In addition to consolidating and eliminating routes serving the Eastgate P&R, you've moved all routes to 2nd Ave. from the bus tunnel. I now have to walk several blocks to/from 2nd Ave. While I might not mind the walk in the summer, I definitely find it difficult during the winter and rainy season to walk several blocks and then wait in an uncovered area for my bus. The actual bus ride itself has also increased 25-50% in time due to the traffic congestion on 2nd Ave especially on Thursday and Friday evenings.</p> <p>In summary, I do not support further cuts in 212 especially in the morning. I also do not support the upcoming cut in 216 serving the Eastgate Freeway station. I occasionally will take this route home depending on my work schedule and extreme weather conditions (i.e. I don't want to freeze on my walk to and wait on 2nd Ave.)</p> <p>As the roundtrip bus fare is now \$6. Driving to/from work is starting to become a more viable option as my current employer has starting offering some parking subsidy.</p> <p>Sincerely. Mike</p>	Jan 22, 2013 8:58 AM
18	X	<p>Hi,</p> <p>Would you please consider removing the Issaquah Transit Center as a morning and evening stop on Metro route 215? I estimate that it will save 10-12 minutes from the commute. Thanks!</p> <p>Aron Dahlgren</p>	Jan 22, 2013 9:01 AM
19	X	<p>To whom it may concern,</p> <p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute.</p> <p>Thank you.</p>	Jan 22, 2013 9:02 AM

	I-90 proposal	Response Text	
20	X	<p>Hello,</p> <p>I just read an article about proposed changes to the 216 route (and others). It appears that the plan is to remove stops from the lines to decrease crowding and speed up the routes. But what changes have been proposed to deal with the displaced passengers who are no longer able to take the routes?</p> <p>I frequent the 216 to and from Mercer Island. Why is okay to lengthen my ride?</p> <p>Best, Michael Rowell</p>	Jan 22, 2013 9:02 AM
21	X	<p>Dear sir/madam,</p> <p>I wholeheartedly agree with your plan to add additional 218's. I have asked the city of Issaquah if they have estimates of the number of new residents moving in the Highlands area. I know that many new apartments/condos are being built and am sure that many of the new residents are riding the bus (218).</p> <p>George Pollow</p>	Jan 22, 2013 9:03 AM
22	X	<p>Dear Metro –</p> <p>Thanks for your recent e-mail saying that you will increase service by 3-6 trips on the 218 route for AM and PM service. I want to assure you that increased service is absolutely necessary since it is standing room only every day both ways, and many times I can't fit onto the first or second bus Eastbound after 5PM at the Pioneer Tunnel station. There is currently a 20 minute gap in morning service from 8:15 to 8:35AM, so I certainly hope you add back enough service so buses leave at least every 10 minutes after 8AM.</p> <p>I have been riding metro to work for 10 years, and the past year has been unbearable. Thank you I advance for anything you can do to ease crowding and improve travel times on the 218 during peak travel times.</p> <p>Sincerely,</p> <p>David Ross</p>	Jan 22, 2013 9:03 AM

	I-90 proposal	Response Text	
23	X	<p>Hello: I have been a Metro Rider from the Eastside to Downtown Seattle for about 20 years. I was very very pleased after the bus tunnel was completed as that reduced my transit time on the 212 dramatically from the Eastgate P&R. The current route no longer utilizes the bus tunnel and this has been a difficult situation for me because it adds about 15 to 20 minutes to the Eastbound commute and about 10 minutes to the Westbound commute. If at all possible, I would really appreciate it if you would return the 212 to the bus tunnel.</p> <p>Ted M. Levy, Paralegal</p> <p>LEVY - VON BECK & ASSOCIATES, P.S. 600 University Street, Suite 3300 Seattle, WA 98101 Tel: (206) 626-5444 Fax: (800) 368-1736 Email: tlevy@levy-law.com www.levy-law.com</p>	Jan 22, 2013 9:04 AM
24	X	<p>Yes! The proposal to add service to Route 218 is great! Please do add more trips in both the AM and PM!</p> <p>Thank you!!!</p> <p>-Clint</p>	Jan 22, 2013 9:04 AM

I was shocked to see the changes you are proposing for routes 215 and 216! Has anyone ever been at the morning commute Monday thru Friday at the Issaquah Transit center? I take the last 215 in from downtown Snoqualmie in the mornings and we fill up to about maybe half way full before we hit Issaquah. Lots of room to sit, and never full. Once I get off the 215 in Issaquah you see the snaked around line of passengers just waiting for a spot on the 215 I just got off on even if it is just a space to stand. Every morning you see someone running for the 215 to get to work, even though it is jam packed. The line for 214 starts forming when people give up trying for standing room only cannot get on.

I watch this every morning except during the holidays. They had a short bus for the longest time for 214 and it took forever to get the articulated to replace it.

I watch until all of those passengers load up on the snaked around line for the 214 and then line up after me for the long awaited 554. If anything we need more busses that leave Issaquah. Not less. Please come out and see the madness Monday thru Friday before taking my only way home and into work away. Yes, I have no car at the moment and the ORCA pass is my main way of transporting myself to and from work.

If I miss the last 215 I have to wait another 15 minutes for the hourly 209 which gets packed on the way to Issaquah. In Issaquah we have a Transit Center that is already overflowing and people jockeying for spots.

On my ride home it gets worse! Much worse! I usually try to catch the 216 from Mercer Island which is ram packed most days Monday thru Friday due to 214 or other busses not arriving in time to pick up the other passengers trying to get to Issaquah. From the 216 off Mercer Island I hop off to catch the 215 which is also filled to the maximum. Its ridicules to have 215 bypass Issaquah when everyone on is trying to get there not Eastgate Freeway station. Granted a few hop off but also some hop on at Eastgate like me and we are filled to capacity again.

Please have someone actually come out and do the math for the whole commute! See what I see and instead of taking routes to bypass the stops they are needed and add a bus instead. If you are thinking everyone only goes to Eastgate or to Bear Creek Park and Ride you are gravely mistaken. It is bad enough most of us freeze waiting for more busses to come because it is jam packed and cannot get anyone else on. I have seen the commuter amount triple in the last year. Gas prices, 520 toll charges, and horrible traffic is what is causing this congestion.

Also if you take away the 209 going to North Bend, a lot of people are going to be trapped, if not lose their livelihood all because you guys want to save a few bucks. Give us more efficient busses on the routes, add a few more going back later to North Bend. Add a Sunday route again to get people to take the bus to the Outlet Mall. Make taking a bus convenient not a last resort! I have seen empty busses and I have been an only passenger on the 209 in the evenings, and most of the complaints from other people is that it isn't convenient and doesn't run enough runs. Please come out and don't look at just the numbers on a piece of paper!

So many of us have been hit hard by the economy tanking in the Snoqualmie Valley, other than the Snoqualmie Ridge, that the bus is our only chance to make things work, and make a living. I am not a burger flipper but an accountant. I see numbers daily, but I also see the people behind the numbers.

Don't make a huge economical mistake that everyone has to pay for. Make Seattle that example less cars on the road more Metro!

Thank

	I-90 proposal	Response Text	
25	X	<p>you!</p> <p>Respectfully, Karin Scott Human Resources/Accounting Department</p> <p>3010 77th AVE SE STE-101 Mercer Island, WA 98040 Direct: (206) 236-0824 Tel: (206) 232-8989 ext 102 Fax: (206) 232-1375 After Hours & Weekend Mobile Number: (206) 817-6735 Hours: M-F (9Am-6Pm) & Sat (10Am-4Pm) E-mail: karin.scott@holidaynw.com Web: http://www.holidaynw.com</p>	Jan 22, 2013 9:06 AM

	I-90 proposal	Response Text	
26	X	<p>I have read your proposed changes for the I-90 corridor. http://metro.kingcounty.gov/have-a-say/projects/i90-corridor/</p> <p>As a current rider of Route 210 from the Woodridge neighborhood, I have two concerns and an idea to share with you.</p> <p>My first concern is that if Rt. 210 stops at the Eastgate P&R, it will become one of the overcrowded buses that is standing room only. I normally ride the 210 bus that begins in Issaquah at 7:31a, and which picks up at I-90 & Richards Rd at 8:01a. Most mornings recently, I have counted 28-32 riders after stopping at I-90 & Richards Rd. Considering the bus has only 35 seats, it is pretty close to maximum capacity already. A couple days, we have already had people standing, which I never saw before the most recent round of service changes. It's not clear that adding more passengers to the 210 helps alleviate the problem of overcrowded buses!</p> <p>My second concern is that you might change the 210 route in a way that causes it to bypass the I-90 & Richards Rd entrance ramp. This is currently the only bus stop that offers residents of the Woodridge neighborhood convenient service to downtown Seattle, and the 210 is the only bus to offer that service. Whatever other changes you make, please, please continue to serve the I-90 & Richards Rd stop with a 4th Avenue bus!!!</p> <p>Here is an idea I have that might improve the situation. I occasionally ride the 211 on days that it fits my schedule better. One thing I see is that when the 211 picks up at I-90 & Richards Rd, it is always practically empty (only 3-4 riders). So here is a bus that already stops at Eastgate (no re-route necessary to get it there), yet it seems to be very underutilized.</p> <p>I think the 211's appeal to downtown commuters would greatly increase, if the 211 made some stops on 4th Av before going up onto the East Hill. For instance, the 211 could make stops at 4th Ave & James, Madison, and University, and then Pike St. & 6th. Then it could continue its East Hill stops opposite its current order, stopping at Virginia Mason, Swedish First Hill, Harborview, and Swedish Cherry Hill.</p> <p>Thank you for the chance to offer input, and for your consideration of these ideas and concerns.</p> <p>Rodney Boleyn, Woodridge neighborhood, Bellevue, WA</p>	Jan 22, 2013 9:06 AM

	I-90 proposal	Response Text	
27	X	<p>To Whom It May Concern:</p> <p>Buses are too crowded back and forth from Issaquah Highlands and Downtown....</p> <p>There needs to be some added buses and times to alleviate the crowding.</p> <p>Thanks,</p> <p>Tawni Hart Nordstrom Merchandising Group, Cosmetics Multi Channel National Assistant Market Buyer 1700 7th Ave, Suite 1200 Seattle, WA 98101 (T) 206-303-1698 (F) 206-303-3009 tawni.hart@nordstrom.com</p>	Jan 22, 2013 9:07 AM
28	X	<p>Hello,</p> <p>I am very excited to see these proposed changes, especially for the 215 route. This will be a very welcome change for the overwhelming majority of Snoqualmie / North Bend riders.</p> <p>I want to do all I can to see this measure adopted, including active participation at review hearings if needed. Please let me know how I can help. My contact information is below.</p> <p>Thanks again for your proposal and support of Metro riders.</p> <p>COLTON LODER 801-361-1457 colton.loder@gmail.com</p>	Jan 22, 2013 9:08 AM
29	X	<p>Is there ANY way you can implement the additional bus service on the #216 and #218 buses now?</p> <p>Specifically, the #218 leaving the bus tunnel for Sammamish Highlands, I often have to stand with about 20 other people on my ride home from work, usually catching a #218 in the tunnel between 4 and 5:30 p.m.</p> <p>thank you!</p>	Jan 22, 2013 9:08 AM
30	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you.</p> <p>Thanks,</p> <p>RJ Lincoln</p>	Jan 22, 2013 9:10 AM
31	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you.</p> <p>Ray L. Nicoli www.linkedin.com/in/rlnicoli</p>	Jan 22, 2013 9:11 AM
32	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you.</p>	Jan 22, 2013 9:11 AM

	I-90 proposal	Response Text	
33	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would measurably improve the commute time and be very helpful.</p> <p>Many thanks.</p>	Jan 22, 2013 9:12 AM
34	X	<p>Good morning,</p> <p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute.</p> <p>Thanks much!</p>	Jan 22, 2013 9:12 AM
35	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you.</p> <p>--</p> <p>Grier Wilt Mechanical Engineer Synapse Product Development mail 1511 6th Ave Suite 400, Seattle, WA 98101 office 206-381-0898 ext 4142 mobile 570-850-5220 fax 206-381-0899 grier.wilt@synapse.com http://www.synapse.com</p>	Jan 22, 2013 9:13 AM
36	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This change will cut 10-15 minutes from my commute. Thank you.</p>	Jan 22, 2013 9:14 AM
37	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute.</p> <p>Thank you.</p> <p>--</p> <p>William Jewett Mechanical Engineer Synapse Product Development mail 1511 6th Ave Suite 400, Seattle, WA 98101 office 206-381-0898 ext 4766 mobile 713-703-0927 fax 206-381-0899 william.jewett@synapse.com http://www.synapse.com</p>	Jan 22, 2013 9:14 AM
38	X	<p>Dear Sir/Madam,</p> <p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you!</p> <p>Best Regards, Stephen</p>	Jan 22, 2013 9:15 AM

	I-90 proposal	Response Text	
39	X	<p>To whom it may concern,</p> <p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you.</p> <p>Kindest regards, Pam Pamela Darvirris Mechanical Engineer Synapse Product Development mail 1511 6th Ave Suite 400, Seattle, WA 98101 office 206-381-0898 ext 3522 mobile 978-337-4678 fax 206-381-0899 pamela@synapse.com http://www.synapse.com</p>	Jan 22, 2013 9:16 AM
40	X	<p>Dear Sir/Madam,</p> <p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This would be a very welcome reduction of 10-12 minutes from the commute. Thank you!</p> <p>Best Regards, Stephen Kreiger</p>	Jan 22, 2013 9:16 AM
41	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This change will cut 10-5 minutes from my commute. Thank you.</p> <p>Jason Covey, P.E. Mechanical Engineer Synapse Product Development mail 1511 6th Ave Suite 400, Seattle, WA 98101 office 206-381-0898 ext 3620 mobile 206-992-8525 fax 206-381-0899 jcovey@synapse.com http://www.synapse.com</p>	Jan 22, 2013 9:17 AM
42	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This change will cut 10 minutes each way from the commute. We support this change! Thank you.</p> <p>Rilla Bylund Renton, WA</p>	Jan 22, 2013 9:17 AM
43	X	<p>The survey asks you to choose with P&R you most often pick up the bus at. It then says it will ask you specific questions about that P&R. When I select S. Sammamish P&R, the next page indicates Issaquah Highlands P&R on the next page. I am assuming this means the data be collected is being applied to the Issaquah Highlands P&R rather than S. Sammamish P&R.</p>	Jan 22, 2013 9:18 AM

	I-90 proposal	Response Text	
44	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This change will cut 10 minutes each way from the commute. We support this change! Thank you.</p> <p>--</p> <p>D. Duane Dunk VP Sales, Marketing & Business Development, Seldon Technologies Inc., Windsor, VT Member Washington State District Export Council / U.S. Dept. of Commerce 16168 167th Avenue SE, Renton, WA 98058-4230 Email: DDDunk@gmail.com Skype & Twitter Name: Duane_Dunk Tel: +1.425.503.4954</p>	Jan 22, 2013 9:19 AM
45	X	<p>I heard from other riders on #211 that Metro is taking a survey from riders. I would like to participate. I arrive and depart from South Bellevue P & R for Route #211. I specifically moved to that area, within walking distance to P & R so I can take the Express #211 to work at First Hill. It would be a significant challenge to excluded this stop at south Bellevue Park and Ride for myself. My other route options are #550, which does not come close to First Hill. I am a nurse and need a dependable route from Metro to my place of employment. My goal is to decrease driving my vehicle as much as possible.</p>	Jan 23, 2013 8:48 AM

	I-90 proposal	Response Text	
46	X	<p>Dear Metro,</p> <p>Thank you for the opportunity to provide input on the I-90 route restructures.</p> <p>I have great trepidation about ending the 216 stop on Mercer Island because of the effect that will have on the maxed-out 550s during peak-of-peak. If 550 capacity weren't an issue, I'd be all for that stop removal.</p> <p>I've long wanted to see all the eastside buses that go to Mercer Island be consolidated at one set of downtown stops, and all the buses going straight to Eastgate be consolidated at one set of downtown stops (not necessarily the same as or different from each other). Bringing the remaining 2nd Ave buses that go to Mercer Island (the 202, 210, and 554) into the tunnel would make catching a bus from downtown a lot simpler for Mercer Island riders. At the same time, it would relieve some of the overcrowding on the 550.</p> <p>I am aware that the tunnel joint operations agreement limits Sound Transit to 10 buses per hour each way. However, it ought to be a straightforward matter for Sound Transit and the County Council to talk to each other, and sign an amendment lifting that limit, while leaving the cost-sharing formula in place. I hope the agencies can work together to solve the I-90 capacity problem systemically, rather than push a capacity issue on some Metro routes off onto Sound Transit routes.</p> <p>Thanks again for the opportunity to be heard. I hope this restructure comes out well!</p> <p>Best, Brent White 800 S. Donovan St. #210 Seattle, WA 98108 206-551-5144</p>	Jan 24, 2013 9:28 AM
47	X	<p>I'm against reducing service between the eastgate park and ride and Seattle. Specifically on the 212 route. You can add service on the 218 and 216 routes but don't reduce the 212. 212 buses are already way to crowded and people are jammed and standing in them as much as the 216s and 218s.</p> <p>Joe Farah Bellevue, WA Eastgate Park and Ride user since 2008</p>	Jan 24, 2013 9:29 AM

	I-90 proposal	Response Text	
48	X	<p>Hi,</p> <p>I ride the 214 from Olde Town Issaquah each day. This morning, I noticed that there were metro employees at the transit center telling people about the proposed changes, but no one is talking to those of us who were on the bus before the transit center, the people whose service you are proposing to cut. This is not being well publicized to those of us you are proposing to impact most. There are no notifications at our stops or on the buses and the bus drivers aren't aware of the change. You need to make sure you are getting the viewpoints of those of us whose service you are planning to end (those who get on and off east of the Issaquah transit center), not just those whose service you are planning to expand (those who park at the transit center).</p> <p>Thank you.</p> <p>Christy Eichenberger 155 5th Ave NE Issaquah, WA 98027</p>	Jan 28, 2013 10:41 AM
49	X	<p>proposal to reduce service for route 212 in morning is wrong and should not be implemented. i have not seen any monitors from metro observing the ridership at eastgate park/ride so what do you now about ridership? there were over 100 people waiting for 7:56am bus this morning while some guy from metro was handing your proposal flyer, did he bother to count riders he handed this stuff out to? making more people walk to flyover is unsafe and hazardous. did you also consider more people may be using eastgate when you shut down the south kirkland park/ride. it seems more and more you people are operating in a vacuum, you only reduce service and raise fares. and how many commuters do you expect to be able to attend a public meeting on a work day? are you providing lunch? ridership increases and you want to reduce service--who are you people?!</p>	Jan 28, 2013 10:42 AM
50	X	<p>Hello.</p> <p>I live in Issaquah and use the Issaquah Transit Center EVERY DAY to take either a 214 (preferred), 215, or 554 to downtown Seattle to work. Today, I received a flyer indicating the proposed changes to the 214 and 215 routes. I see that 215 will no longer be stopping at the Issaquah Transit Center. This will undoubtedly make the 214 route even more crowded than it already is. I understand that the proposal is to add 1-2 more AM trips and 3-4 more PM trips on the 214 route; however, we will now be losing 5 AM trips and 5 PM trips by eliminating the 215 from stopping at the Issaquah Transit Center. If you eliminate these 215 trips, you should AT LEAST add the same number of additional 214 routes in both the AM and PM. Again, this 214 route is already very, very full!!!</p> <p>Another suggestion: please consider adding another 214 route past the last one at 8:30am. This bus typically is VERY full, as it is the last express bus to downtown Seattle in the morning. I suggest one more bus at around 8:45am</p> <p>Thank you very much for listening to and considering my voiced concerns.</p> <p>Chad Nancarrow</p>	Jan 28, 2013 10:43 AM

	I-90 proposal	Response Text	
51	X	<p>I was alarmed by a King County Metro hand out I received this morning at the Eastgate P & R. The hand out states that there has been a proposal to reduce the number of trips for the 212 bus route. AM trips would be reduced by 6-12 trips in the morning and by 1-2 trips in the afternoon. I am greatly surprised by this proposal given the 212 route is generally crowded in my experience. 212 buses are frequently so crowded that standing room in the aisle is packed. I cannot imagine what it will be like if the number of trips is reduced by so much (the proposal would cut up to half of the morning trips). When the 212 route was moved from the bus tunnel to the street, approximately 20 minutes was added to my evening commute time, and I've had significantly more issues with safety at the street bus stop than what I experienced in the bus tunnel. If I now have to deal with buses that are overly packed I may decide that driving downtown is a better choice.</p> <p>Lisa Turner 425-653-1639</p>	Jan 28, 2013 10:48 AM
52	X	<p>Change to not stop east gate eastbound will help especially 1640 and 1720 (intl. tunnel times) runs. One more 1700 run would be welcome too. Reroute to highlands probably makes sense and will give more options once onto plateau. Jeff</p>	Jan 28, 2013 10:49 AM
53	X	<p>Hello,</p> <p>I received the Proposed Changes that you want to do in September 2013.</p> <p>As an everyday commuter on the 212 I believe it is a big mistake taking 6-12 buses from the AM route and 1-2 routes from the PM route. Many mornings the 212 is standing room only and have left riders on the bus ramp going to the freeway to Seattle. Also, due to moving the 212 bus on surface streets, the bus is always running late with full standing room capacity by the time it gets to it's last pickup at International District in the evenings.</p> <p>I would like the #212 bus route to be considered brought back to the bus tunnel so that it can have a consistent timeline which will help commuters. You were worried having riders go through front door will delay buses, but it defeats the purpose if you are still taking riders in the back of the bus with Bus Personnel scanning cards. It doesn't add any more time scanning in front of the bus vs. when it was the ride free area. This should be looked at so that the #212 can go back in the bus tunnel.</p> <p>Stop the taking of passes in the back of the bus, so you can truly see that it doesn't make a difference with scanning in front so that we can put the buses back in the tunnel and freeing up traffic on the surface streets. This will benefit everyone.</p> <p>Thank you!</p> <p>Amado M. Garcia</p>	Jan 28, 2013 10:50 AM
54	X	<p>Please enact the change to Metro Route 215 of eliminating the Issaquah Transit Center as a morning and evening stop. This change will cut 10 minutes from my husbands commute. Thank you.</p>	Jan 28, 2013 10:51 AM

	I-90 proposal	Response Text	
55	X	<p>Hi,</p> <p>Without stopping at Eastgate for 216, there will be no direct bus service between Sammamish and Eastgate. People like me working in Bellevue and living in Sammamish will have to transfer 3 buses and spend nearly 2 hours for the evening commute. This is SO inconvenience.</p> <p>I would appreciate if Metro can rethink this change.</p> <p>Thanks. June</p>	Jan 28, 2013 10:51 AM
56	X	<p>Hi,</p> <p>According to the hand-out we received yesterday afternoon on route 216 bus, #216 will go via Highlands to Seattle. It is said that it will "speed service".</p> <p>I simply don't understand how the service could speeded. According to my experience with Metro, it takes about 10-12mins by bus from S. Sammamish P&R to Highlands P&R (early in morning like 6:30am). While going down from I-90 to Mercer Island only takes 2-3 minutes.</p> <p>I've taken route 216 over 6 years. It is vital to my job.</p> <p>I would like to know basing on what you reach the conclusion that going via Highlands would be faster before participating your survey. Could you explain and convince me that our commute time will be reduced when #216 is rerouted in coming September.</p> <p>Thanks Xinping</p>	Jan 28, 2013 10:52 AM

	I-90 proposal	Response Text
57	X	<p>time on routes 224 and 930 would be 49 minutes, but the last trip of Route 930 departs Redmond after the Route 224 arrives. The B Line reaches NE 90th Street, about two miles from the new work site. The in-vehicle time for routes 209, 556, 532, and 930 would be 55 minutes; one could depart Fall City at 6:43 a.m. and reach Willows at 8:07 a.m. Still heroic.</p> <p>You could also consider the vanpool program. There may be vanpools serving Willows Road work sites. http://metro.kingcounty.gov/tops/van-car/van-car.html</p> <p>Thanks Jack Whisner Jack Whisner King County Metro Transit Transit Planner 206-684-1638 jack.whisner@kingcounty.gov</p> <p>From: Charles Ferguson [mailto:c.ferguson@nabtescoaero.com] Sent: Thursday, April 19, 2012 10:46 AM To: Haveasay Subject: RE: Aligning Routes 224 & 930 Hello, I just wanted to follow-up as I haven't received a response. Thank you for your time. From: Charles Ferguson Sent: Monday, February 27, 2012 2:32 PM To: 'haveasay@kingcounty.gov' Subject: Aligning Routes 224 & 930 To Whom It My Concern, I am a long time rider of route 224 (Fall City to Redmond) and have greatly appreciated Metros service from rural King County to more incorporated areas. I utilize this service to commute to and from work daily. My current employer will be relocating from Redmond to Kirkland towards the end of this year (to the corner of Willows Rd and 124th). I've reviewed service in that area and it looks like route 930 should allow me to continue riding Metro (using the Redmond Transit Center). If possible, can you review the timing and or frequency between these two routes (224 & 930) at the Redmond Transit Center? The current arrivals / departures are a bit off with no service mid-day for the 930. Thank you for your time, Charlie Ferguson Sr. Technical Support Rep. Nabtesco Aerospace, Inc. (425) 602-8426 c.ferguson@nabtescoaero.com</p>

	I-90 proposal	Response Text	
58	X	<p>PLEASE do not re-route the 216 to serve the Issaquah Highlands instead of N. Issaquah.</p> <p>I catch the 216 everyday on SE 51ST & 220TH AVE SE. Other people going to work catch the bus with me. On the way home people get off at my stop AND other people get ON the bus leaving work at Siemens or Microsoft as they take the bus to the top of the plateau. The 216 is the ONLY bus serving this area. If you take this bus away there will be zero buses serving our area. That means you are increasing service to one area by eliminating service to another. That is not fair and will cause expense and delay for my family and other similarly situated families.</p> <p>I LIKE the idea of no stops for the 216 at Mercer Island and Eastgate. There are plenty of other options for those rides to get to these stops. The 216 doesn't need to be a milk run for everyone just because it goes to a distance beyond these stops. The 216 is always full at every point in the day. I know because I am take the 216 at various times. If just 216 riders going all the way from or to Issaquah were on the bus then those riders would have a place to sit down rather than sharing with Mercer Island riders that have options to actually "sit" on other buses.</p> <p>It seems unsafe standing all the way from Issaquah to Seattle.</p> <p>Thank you for maintaining the 216 route.</p> <p>PLEASE do not re-route the 216 to serve the Issaquah Highlands instead of N. Issaquah. It would cause me terrible inconvenience and expense.</p>	Jan 28, 2013 10:54 AM
59	X	<p>please don't have the 215 quit stopping at Issaquah Park and ride. I ride it everyday to work in Issaquah . I also heard you were thinking of stopping the 209. I often ride that one home and use often it often on Saturdays.</p> <p>Thanks Karen,</p>	Jan 28, 2013 10:55 AM

	I-90 proposal	Response Text	
60	X	<p>Hello Jeremy,</p> <p>Thank you for the quick reply & additional information. You're support for our rural area is greatly appreciated!</p> <p>I'm looking forward to hearing your proposals and will see you on the 7th.</p> <p>Thank you,</p> <p>Charlie Ferguson</p> <p>From: Fichter, Jeremy [mailto:Jeremy.Fichter@kingcounty.gov] Sent: Friday, January 25, 2013 3:05 PM To: Charles Ferguson Cc: DeForest, Ashley; 'Terry Marpert' (TMARPERT@REDMOND.GOV); 'Chester Knapp' (cknapp@REDMOND.GOV); Whisner, Jack; Haveasay Subject: RE: Routes 224 and 930 (& 232)</p> <p>Hello Charlie –</p> <p>I am pleased to hear that you received the email alert. We will be working to publicize the public meetings and the service proposal through a variety of means. A media release was issued yesterday afternoon and posted online; a link to the release is currently available on the Metro blog and homepage. We are hopeful that the local newspapers will be providing information about the meetings in their upcoming publications. We will also be forwarding the media release to a number of different listservs. Also, in mid-February, Metro staff will be riding the affected routes to distribute information and solicit feedback about the service proposal. More specific information about the proposal will be posted on the project website as soon as it is available.</p> <p>Thank you again for your interest in the Snoqualmie Valley project. I hope to see you at one of our public meetings.</p> <p>Best regards,</p> <p>Jeremy Fichter Transportation Planner King County Metro Transit Service Planning Group 206-684-1646 jeremy.fichter@kingcounty.gov</p>	Jan 28, 2013 10:55 AM

	I-90 proposal	Response Text	
61	X	<p>I am aware that metro is considering some changes to the I-90 corridor routes. I think it is VERY important to have a route that goes between the East Gate freeway stop and the downtown metro tunnel every 7 - 10 minutes for morning and evening commuting hours that does not stop at Mercer Island.</p> <p>As it stands, there is no such route. Route 216 goes every 30 minutes or so and has to stop at Mercer Island. The proposal includes removing the freeway stop for this route as of February. Then there will be NO buses that go between the downtown tunnel and East Gate freeway station in the evening. I believe this is a poor design decision.</p> <p>This is an extremely popular route that will certainly pay for itself and help to support other less popular routes. It is a major commuting corridor in which buses are critical. If people are forced instead to use bus routes that take significantly longer because they are on the streets downtown and/or because they stop at Mercer Island then they will opt instead to drive themselves and add to congestion problems on I-90, myself included. It is worth noting that Mercer Island residents already have a downtown tunnel bus route in the Bellevue bus 550.</p> <p>Please provide a route that goes between the East Gate freeway stop and the downtown metro tunnel every 7 - 10 minutes for morning and evening commuting hours that does not stop at Mercer Island.</p> <p>Thanks, Amy</p>	Jan 28, 2013 10:57 AM

	I-90 proposal	Response Text	
62	X	<p>I live in Lakemont, but have not been able to take advantage of route 210 as service times to not meet my needs, and route simply takes too long.</p> <p>I suggest that Metro save money on this neighborhood route by shortening route 210 to service Lakemont and nearby Park and Rides (e.g. Lakemont to Issaquah Park and Ride to Eastgate Freeway station, to Mercer Island Park and Ride to Factoria and back to Lakemont). There is ample service from these Park and Rides to downtown Seattle that riders can transfer to once at the Park and Rides. There seems to be no need for route 210 to travel into and out of downtown Seattle.</p> <p>I commute to First Hill in Seattle from Lakemont. The Eastgate Park and Ride is easier than S. Bellevue Park and Ride because there are very limited spaces at S. Bellevue Park and Ride, and S. Bellevue Park and Ride is poorly lit in the winter.</p> <p>Service from First Hill to Eastgate Park and Ride is poor and getting worse with routes 218 and routes 216 discontinuing service to Eastgate.</p> <p>At 4:06 PM, Route 205 gives me convenient service after work from First Hill to Mercer Island. However, there is very poor service from Mercer Island to Eastgate Freeway station. Route 554 provides poor infrequent service every 30 minutes to 35 minutes. Route 211 also comes only every 20 minutes to 25 minutes, at similar pick up times as route 554, and currently takes longer with a stop at S. Bellevue. Hence, there is a 15 minute to 20 minute wait at Mercer Island just to get to Eastgate.</p> <p>With the money saved on reducing route 210, I would like to see route 554 increase service to every 15 minutes in the afternoons during the peak hours of 4:30 PM to 5:30 PM, instead of every 30 -35 minutes during peak hours. This would serve to improve service from Mercer Island to Eastgate and Issaquah Park and Ride.</p> <p>Thank you for taking the time to read this and for your thoughtful consideration.</p> <p>Madison</p>	Jan 28, 2013 10:58 AM

	I-90 proposal	Response Text	
63	X	<p>King County Metro:</p> <p>The proposed service changes to the I-90 corridor are all excellent ideas - KC Metro staff should be commended for developing a thoughtful, well-designed solution to this problem. The only negative in this proposal is the schedule. There is severe overcrowding today, and we are being asked to wait through a 7 month process before changes are made when very good solutions are ready to go now. While it's understood that you cannot make changes overnight, it seems reasonable to expect an implementation schedule shorter than 7 months. I would think that severe overcrowding and customer service needs trump the need to go through a long political process, and that the KC Council would not only understand, but be supportive of efforts to expedite these changes.</p> <p>It is very frustrating to see this problem, see that thoughtful solutions have been developed...and then see a long, cumbersome review process get in the way of a timely solution. Please come up with a way to expedite this process. The commuters you serve would be very grateful. Not only that but the public would see how King County government works as an agency to cut through red tape and provide timely service for it's citizens.</p> <p>Sincerely,</p> <p>Jim Ishimaru</p> <p>p.s. - you should also be aware that due to constant overcrowding, folks today are getting more and more aggressive in their efforts to catch a bus. I've personally been elbowed out of the way by other commuters trying to get aboard a bus. Speeding up the timeline would keep this from escalating into a more serious problem. 7 more months of frustration and the potential for conflict will become considerably greater. Implementing the proposed I-90 service changes as soon as possible would solve this problem.</p>	Jan 28, 2013 10:58 AM
64	X	<p>I want to email to express my support for the proposed changes to the routes serving the I-90 Corridor. I think the changes to the 214 and 215, especially, are great!</p> <p>-Bill Humphries</p>	Jan 28, 2013 10:59 AM

	I-90 proposal	Response Text	
65	X	<p>I do not support the proposed changes to the I-90 bus routes. I commute from the Issaquah P&R to Seattle and have seen a tremendous increase in ridership. Every bus during commuting hrs is standing room only. It is unsafe and uncomfortable to stand during this freeway commute.</p> <p>The proposal would eliminate several (5 or so) 215 buses from the Issaquah P&R service and only add 1-2 new routes. Not only would this make the commute less convenient but would increase the number of passengers on each ride.</p> <p>Pls consider eliminating less utilized routes (such as the 212) and provide more service to those that are over utilized.</p> <p>Thank you for the opportunity to comment.</p> <p>Kelly McFadden</p>	Jan 29, 2013 8:45 AM
66	X	<p>I believe that you are addressing Issaquah Highlands and forgetting about Sammamish. Sammamish has a park and ride also, it's called the South Sammamish Park and Ride. I do understand that the numbers are not there "presently" to consider them (the two park and rides) equally but I want to point out that there is no bus that goes directly there from downtown other than the 216. If you take away the 216 from direct route to Sammamish there is zero. The bus will be filled with Sammamish Highlands riders just as it is now with Bellevue and Mercer Island riders. I have given up on trying to get on it because it is always packed with Mercer Island and Bellevue riders. I don't know if ridership from Sammamish will increase if it is more available but you won't know unless you try. For my part I notice that when I get on the bus in the morning at 5:50, heading south through Sammamish, the bus is usually full after it finishes loading at the South Sammamish Park and Ride. So where is the need to go through Issaquah Highlands when the bus is already mostly full? I'm looking at the literature someone has written about this study and they say there are Three major park and rides on I-90, well I think they have forgotten about the city of Sammamish with a population of around 50,000 people. I appreciate that the proposal wants to remove Mercer Island and Eastgate park and Rides from the route, this is a must from my point of view. But I am against changing the route from it's current route to go through the Issaquah Highlands Park and Ride.</p> <p>Galen T. Freed Resident of Sammamish</p>	Jan 29, 2013 8:46 AM

	I-90 proposal	Response Text	
67	X	<p>I am confused. You have people wanting and trying to take the bus to help alleviate traffic and yet you propose changes that make it more difficult. I live in North Sammamish (along 228th AVE NE) and work in the Factoria area and I would like to know how I would get home in the evening if the 216 didn't stop to pick me up at 142nd PI SE (Eastgate Freeway Station). It was not clear to me how I would get home with the proposed changes on your website as there was no alternative listed.</p> <p>Instead of saying, 'let's just stop going to certain stops because the bus is too crowded', how about we entertain the idea of adding buses to the 216 route, and getting even more cars off the road.</p> <p>I would really like my concerns addressed in a timely manner.</p> <p>Eric Rittenhouse</p>	Jan 29, 2013 8:46 AM

	I-90 proposal	Response Text	
68	X	<p>To whom it may concern:</p> <p>I received a flyer last week stating that Metro will be proposing some changes to bus services between Eastside and Seattle via I-90. I want to voice my opinion and let you know how unhappy I have been since you changed the routing on 212. Both 216 and 218 have been overly crowded due to routing change of 212 bus service. I have been commuting to Seattle since 2008 and have promoted to many employers in my building that taking the bus from Eastgate P&R has been convenient. Well, it has not been convenient since you made the change last September. Keep in mind there are many Eastgate riders that work past the downtown core. A lot of the employees I commute with work in Denny Triangle area (Amazon.com, law firms, Children's hospital research, engineering firms as well as other tech companies). When you eliminated the 212 bus routing through the tunnel, many 212 riders are left with no choice but to take the 216 on the way home. Whomever is the decision maker on proposing the routing changes, that person should take the bus and take a survey on higher ridership areas. Most people who work past the downtown core WILL NOT walk all the way to 2nd & Stewart Street to catch the bus home especially during rainy and cold weather conditions. If you change the routing on 216 in the afternoon, you will have more disgruntled riders and will continue to receive many complaints as it will not solve any issues of riders from Eastgate P&R. I supposed Eastgate riders can start taking the bus from South Bellevue P&R but this particular location is already overly crowded and has parking issues!!!!</p> <p>I would highly recommend you considering a change in routing and adding a stop around Westlake Center on 212 buses during peak hours (3pm-6pm). You currently have a stop service on 6th & Olive in the morning but NOT in the afternoon. Adding this stop would help riders that travel to Eastgate P&R tremendously. Don't forget, there are many people who commute from Eastgate P&R. Metro has been promoting workers to commute but creating the problems you've created on changes will not encourage workers to take public transportation!!!!!!</p> <p>Trixie Tubb Investment Coordinator</p> <p>Schnitzer West, LLC 818 Stewart Street, Suite 700 Seattle, WA 98101 Direct Phone: 206.626.3719 Fax: 206.626.3799 www.schnitzerwest.com</p>	Jan 30, 2013 9:46 AM
69	X	<p>I object to the proposed cancellation of metro bus 216 stop at Mercer Island Park & Ride location. If this bus route is cancelled, there are no other buses at this stop except for ST 550 & 554 which are completely full in the morning between 7:30-9:00 am hours. Only standup is allowed which is usually from the front to the back of the bus. This would be a hardship for Mercer Island Park & Ride location bus riders.</p> <p>Please take this in consideration before cancelling this stop.</p> <p>Becky Minsky 206-232-8904</p>	Jan 30, 2013 9:48 AM

	I-90 proposal	Response Text	
70	X	<p>I object to the proposed cancellation of metro bus 216 stop at Mercer Island Park & Ride location. If this bus route is cancelled, there are no other buses at this stop except for ST 550 & 554 which are completely full in the morning between 7:30-9:00 am hours. Only standup is allowed which is usually from the front to the back of the bus. This would be a hardship for Mercer Island Park & Ride location bus riders.</p> <p>Please take this in consideration before cancelling this stop.</p> <p>Becky Minsky 206-232-8904</p>	Jan 30, 2013 9:58 AM
71	X	<p>Hello Metro Team,</p> <p>Currently the South Sammamish Park and Ride does not have any buses starting there. Can you extend either 214 or 554 or both to the South Sammamish Park and Ride?</p> <p>Thanks Joe Nixon</p>	Jan 31, 2013 8:42 AM
72	X	<p>Dear Metro:</p> <p>In the notifications of proposed changes on the I-90 corridor, I have seen the common theme that the buses, especially in the evening, are overfull, with standing room only. Route 218 is specifically mentioned.</p> <p>Last night I was chatting with a neighbor, who was standing on the 212, about the service changes proposals. He boarded, along with about 15-20 other riders, at the International District. (There would have been more passengers but another 212 was right behind us - see my note from last night!). What he and many others do is take a tunnel bus to the ID, then transfer to the 212. Even though the chance of getting a seat is diminished, it is more convenient to them than boarding the 212 downtown on 2nd Ave.</p> <p>It could be that some of the overcrowding being noticed is due in part to Eastgate and train riders shuttling to the ID. I wonder how full the 218 is when it leaves the tunnel.</p> <p>Please, no more cuts to the 212! And keep them on schedule as much as possible!</p> <p>Olivia Stapelman</p>	Jan 31, 2013 8:43 AM

	I-90 proposal	Response Text	
73	X	<p>Dear customer service representative,</p> <p>I don't understand the logic behind " Improving commuter service on the I-90 Corridor" Project. Obviously there are too many people taking east side buses and they are overcrowded. Your proposal is to reduce 212 runs hoping to increase profit. How???? The way I read the proposal is to re-route 210 not to stop at Richard's Road&I-90 and instead to go to Eastgate ramp. You will reduce an overcrowded bus 212 and replace it with 5-10 seats on 210. The 210 passengers are not going to be happy with making the trip longer and for Richard's Road&I-90 ramp current passengers will be impossible to take this bus. The whole "improvement" will give you less passengers (and revenue). There are always 2 ways to balance a budget - reasonable cuts and increasing revenue. Seems to me, Metro is not making any efforts to make the commute more accessible for more passengers (to increase revenue) but only to cut routes. I'm a passenger taking 210 from Richard's Road&I-90 ramp, going to Downtown Seattle and taking another bus (33,24) to Elliott Ave West. With your proposal I will be left with no choice but to use a car. And if I use a car will be more cost effective to drive to Seattle (12 miles, and appr.\$5 cost and 20 min commute) instead to Eastgate P&R (opposite direction), park my car there (10 min wasted) and pay Metro \$6.00 to have an hour commute each direction.</p> <p>I would like to see more buses stop on Richard's Road&I-90 ramp instead of reducing the existing ones.</p> <p>Regards Dima Damyanova</p>	Jan 31, 2013 8:44 AM
74	X	<p>I would like to register my great displeasure with the proposed reduction of service of the 212 to the east gate park and ride lower platform in the morning.</p> <p>I commute every weekday from this lower platform to work in the ID of Seattle between 7 AM and 8 AM. Between this time, every seat is generally full by the time it leaves the station. So why would you reduce the number of buses when they are ways full leaving this stop/station!??!!</p> <p>I also do not believe there is sufficient space on the freeway stop to handle the additional number of people that will be forced to wait at this location for their bus. I think this poses a significant safety hazard to bus riders.</p> <p>Finally, the freeway noise, limited lighting, and minimal cover/canopies at the Eastgate Freeway stop makes for a much less comfortable wait.</p> <p>Please do not drop these AM 212 buses. They have high ridership and provide much easier and more comfortable access to the 212 buses.</p> <p>Regards, Joel Theodore Fulltime Metro Commuter since 1999</p>	Jan 31, 2013 8:45 AM

	I-90 proposal	Response Text	
75	X	<p>I work for UW Medicine/Harborview and live in Issaquah and use the Issaquah Transit Center buses to downtown - it would be nice to be able to take the 211 but it skips the Issaquah Transit Center.</p> <p>I was very disappointed when the 211 started serving the Issaquah plateau but NOT the Issaquah Transit center. Seems like there would be enough hospital workers that would use it from that stop (?).</p> <p>Also I see you want to stop the 215 from serving the Issaquah Transit Center and that would cut down buses by 4, and you are only adding 1-2 for the 214 so net effect is to lose service! The buses to/from downtown during peak times are already crowded in the morning and evening and now they will be even worse! Am I reading your proposed changes incorrectly?</p> <p>Kathy...</p> <p>Kathy Prentice-Learn Systems Programmer Healthcare Integration Team (HIT) UW Medicine IT Services 206-685-8124 Fax: 206-543-4833 Email: kathypl@u.washington.edu HIT Team Group Email: hit@mcis.washington.edu</p>	Jan 31, 2013 8:46 AM
76	X	<p>I recently moved to the Issaquah Highlands from downtown Bellevue and was surprised that the Issaquah Highlands park and ride does not offer a commuter bus to downtown Bellevue. I understand the 554 services Bellevue, but the ride time is over an hour, so it is not a realistic commuter option for those that work in Bellevue. Are there any plans to add a route that goes to the Transit Center, or at least stops at the south Bellevue park and ride before heading to Seattle? If not, please bring this to the attention of the appropriate individuals for consideration. Thank you!</p>	Feb 1, 2013 8:46 AM

	I-90 proposal	Response Text	
77	X	<p>Hi Metro King County,</p> <p>I take the bus 216 between the intersection Sahalee Way & 25th St and Eastgate FreeWay Station. 216 is the only bus option that exists between these points.</p> <p>Now if this bus no longer stops at Eastage FreeWay Station (either morning or evening) then I'm basically left with no option to use bus for commuting. What you guys say as "improve" 216 route, I actually see as "downgrade". For now our household has only 1 car which is mostly NOT being used by me for commuting, instead is used by my spouse with the kids. If the Eastage FreeWay Station stop is removed from 216 route (either morning or evening) then I really have no other choice than to go ahead and buy a 2nd car that I will use it exclusively for my commute.</p> <p>I would argue that the 216 route should actually be improved not by removing that stop, but actually this way:</p> <ul style="list-style-type: none"> - provide busses that come more often, - provide busses also until later in the morning until about 9:30AM (as of now the last bus in the morning stops around 8:25AM). <p>Thank you, Vicentiu Adrian Omusoru adrian.omusoru@yahoo.com</p>	Feb 1, 2013 8:46 AM
78	X	<p>Hello –</p> <p>Unfortunately I was unable to make the town meeting today about the I-90 changes because I am home sick. I would like to request that a bus route run from the downtown tunnel to east gate park and ride or the east gate freeway stop regularly during commuting hours in both directions. One option would be to move route 212 into the tunnel so that it is faster and more reliable than the route on the street. This would result in no additional costs for metro. If this causes overcrowding in the tunnel, perhaps route 216 which runs far less regularly and services far fewer customers could be moved to the street level. Ideally the route that runs between the tunnel and east gate would not stop on Mercer island to increase the route speed. I think this would be a very popular option that even with buses every 5 -10 minutes would be regularly full and would provide steady revenue for King County Metro.</p> <p>Thanks for your consideration.</p> <p>Amy</p>	Feb 1, 2013 8:47 AM

	I-90 proposal	Response Text	
79	X	<p>Dear Metro,</p> <p>The 214 serves east Issaquah and is very important. It is the only real way for us in east Issaquah to get to work.</p> <p>I ride it every day and many other riders are getting on before the transit center with me.</p> <p>You would remove us from transit service.</p> <p>The 200 bus is very unreliable timing and cannot be relied on to get us to the transits center and to connect with the 214.</p> <p>I watch the 200 every morning and it very often does not come. The 214 is very reliable.</p> <p>Removing this service from city of Issaquah residents would produce an extreme hardship, especially since most of the minority population of Issaquah is in the east, it would be change that has an undue burden on the minority population and focuses on the affluent population that can drive to the park and ride.</p> <p>Thank you</p> <p>Bill Ramos 385 SE Andrews Street Issaquah, WA 98027 425-208-5882 bramosbramos@hotmail.com</p>	Feb 1, 2013 8:48 AM
80	X	<p>I am writing to express my concern regarding Metro decision to cut buses for 212 morning routes. Current bus routes encourage people like me to park and ride 212 without any long wait on Eastgate P&R. For last 3 years, I don't remember when any of 212 rout was less than bus capacity. I think 212 route with current service is making good revenue for Metro then why 212 route is losing buss service?</p> <p>Freeway stop is not alternate for people who are changing buses and are parking at grade level of Eastgate P&R. Going back to Eastgate from Seattle is already challenge (sometime no bus for 20 minutes and then 3 busses together at 5th Jackson stop) for us, please don't gave us more pain to cut 212 morning service.</p> <p>Tanveer Sahoo 425-233-0169</p>	Feb 4, 2013 8:38 AM

	I-90 proposal	Response Text
81	X	<p>Could this problem be the result of the potentially misguided decision to Feb 4, 2013 8:39 AM move route 212 out of the downtown tunnel?</p> <p>If I'm not mistaken, this route was a tunnel "plank-holder", or a route that used the tunnel since it's inception. I know that I have used the 212 and the tunnel for the last two decades... through the deleting of routes 225, 227 and 229; before the 226 was reincarnated as a ST 550 and introduced into the tunnel. Then some genius decides to move out the 212 from the tunnel, but leave in more recent entrants including 216 and 218. Is it any surprise that Eastgate bound regulars started loading up the 216 & 218, while the 212, now on 2nd Ave heading to Bellevue, runs comparatively light?</p> <p>Current/ proposed Answer? Channel Rube Goldberg? Tired and irate Eastgate bound folk forcibly being taken to Issaquah? Now the proposal to reduce the number of 212, while convoluting the 210 route? Have these geniuses seen the gridlock they've created on the once sleepy bridge that straddles I90 adjoining the Eastgate Transit Center? The tight turning radii available on the adjoining streets to not help the articulated buses... Now bring in the 210 to the East Gate Freeway stop?? Really??</p> <p>My humble KIS solution: move 216 and 218 back on the surface streets, and return the venerable 212 back to it's traditional route, without reduction in frequency. Resume the 216 & 218 stop at the East Gate Freeway stop, heading both ways. And, don't mess with the 210.</p> <p>Thanks much for enabling my input.</p> <p>Francis Brito</p>
82	X	<p>One simple, obvious, easy change is to not have the 212 stop at the Feb 4, 2013 8:40 AM Eastgate Freeway stop. While I don't take the 212, everyday I get a bus at that stop and have observed the following. Almost 100% of those getting off the 212 at that stop walk to the ...</p>

	I-90 proposal	Response Text	
83	X	<p>Dear Metro,</p> <p>I recently learned of a proposal to eliminate Route 214's trips between the Issaquah TC and Downtown Issaquah. This news struck me as both very alarming and life changing.</p> <p>I am a loyal public transportation passenger. I have been taking the 214 since I moved to Issaquah in 2008.</p> <p>Duration: Currently, my commute is one hour to/from work. The proposed 214 elimination would add an additional hour to my total commute per day. The proposed 214 elimination would require two additional transfers per day. As a wheelchair user, six times per day a driver would have to deploy the ramp/lift, stow the ramp/lift, assist me in positioning my chair, securing my chair, return to his/her seat, unsecure my chair, deploy the ramp/lift, and stow the ramp/lift.</p> <p>Morning Bus #1 Morning Bus #2 Morning Bus #3</p> <ol style="list-style-type: none"> 1) deploy the ramp/lift 2) stow the ramp/lift 3) assist me in positioning my chair 4) securing my chair 5) return to his/her seat 6) unsecure my chair 7) deploy the ramp/lift 8) stow the ramp/lift 1) deploy the ramp/lift 2) stow the ramp/lift 3) assist me in positioning my chair 4) securing my chair 5) return to his/her seat 6) unsecure my chair 7) deploy the ramp/lift 8) stow the ramp/lift 1) deploy the ramp/lift 2) stow the ramp/lift 3) assist me in positioning my chair 4) securing my chair 5) return to his/her seat 6) unsecure my chair 7) deploy the ramp/lift 8) stow the ramp/lift <p>Evening Bus #1 Evening Bus #2 Evening Bus #3</p> <ol style="list-style-type: none"> 1) deploy the ramp/lift 2) stow the ramp/lift 3) assist me in positioning my chair 4) securing my chair 5) return to his/her seat 6) unsecure my chair 7) deploy the ramp/lift 8) stow the ramp/lift 1) deploy the ramp/lift 2) stow the ramp/lift 3) assist me in positioning my chair 4) securing my chair 5) return to his/her seat 6) unsecure my chair 	Feb 4, 2013 8:42 AM

	I-90 proposal	Response Text	
84	X	<p>I have issues with the proposed changes to the I-90 corridor, specifically with the changes proposed to the rerouting of the 215. This route is important to the community of Issaquah, and the stop is important to the citizens of the Snoqualmie Valley. This stop is also used by many people to get to Issaquah from Seattle, and in numbers greater than the proposed increases in 214 frequency can accommodate.</p> <p>The routing of the 215 also needs revision. When the community of Snoqualmie Ridge was built, it agreed to not take money, resources, and utilities from the surrounding community. The current 215 route places the people of the Snoqualmie Valley behind those few on Snoqualmie Ridge, fracturing and balkanizing the community. The 215 needs to be returned to the routing of the original 214. The people of Snoqualmie Ridge agreed to this before the community was built, and it is patently unfair to the Valley to maintain our precious level of bus service. If the Ridge truly needs bus service, a small shuttle could be run between Old Snoqualmie and the ridge up the Snoqualmie Valley Highway. It would be simple, and not adversely impact our community as a whole.</p> <p>Thank you for your time,</p> <p>Aaron Johnson</p>	Feb 4, 2013 8:43 AM
85	X	<p>I am a regular 218 rider, and I usually stand in the pm peak ride home, from Downtown Seattle to Issaquah Highlands. It's rare to get a seat, buses are normally standing room only, front to back. I've taken buses at various times between 4:30 to as late as 6:30pm Monday through Friday, and the level of overcrowding rarely changes.</p> <p>The proposed I-90 corridor changes are all very good. Please make these changes ASAP – the overcrowding problem exists today, and will only get worse if you wait 7 more months to implement these changes. Please make these changes as soon as possible!</p> <p>Thank you, Jim Ishimaru</p>	Feb 5, 2013 9:13 AM

	I-90 proposal	Response Text	
86	X	<p>See red edits</p> <p>From: Deming, Barbara Sent: Monday, January 28, 2013 9:53 AM To: Deming, Barbara Subject: 216</p> <p>I am an original rider of 216. It is a milk run. However, most of us respect folks who leave their cars at home and walk to 228th to catch the 216. It is impressive so many eliminate their cars and choose to walk. That being said, the route has been run very inefficiently. It should be an express to Seattle once it leaves the Sammamish park n ride. The Microsoft area is laughable. There are four stops in an approximately 3 block area, one less than serves the entire downtown area. Evidently, those folks can't walk 30 feet. This area should be eliminated and the drop offs and pick ups should be on the main streets just like all of the rest of us. We all walk to the stops and some quite a distance. Both the Eastgate and Mercer Island stops should be eliminated. Day after day, I watch as the 216 picks up the 212 and 550 riders. Both the 212 and 550 buses come very frequently 8-10 minutes. I watch after we've picked up the 212 and 550 ridership and their busses pass us by empty because we have collected their riders. All of this has increased our commute time to the point if I have a 7:30 AM meeting in Seattle, I have to take the 6:00 AM bus. If you eliminated the stops I have noted, there would still be NO additional improvement in service time if we went to the Highlands. You probably do not have a sense of how long we wait in the "turn lanes" just entering and exiting the Sammamish PnR. You also probably do not have an appreciation of the two lane road from the Issaquah Highlands PnR to Sammamish PnR. As residents, we use these roads and understand it would add time to our commute, not improve it. Additionally, once again, Metro would create the opportunity for 218 people to take the 216 and fill the bus causing Sammamish residents to be unable to board the bus designed to service the Sammamish community. DO NOT SEND THE 216 TO THE HIGHLANDS. MAKE THE 216 A MORE EFFICIENT ROUTE AND THOSE FOLKS WHO CURRENTLY MOVED TO THE 218 BECAUSE OF ALL OF THE STOPS AND ADDITIONAL TRAVEL TIME WOULD NO DOUBT RE-THINK RETURNING TO THE 216. MANY HAVE SAID JUST THAT. I HAVE TAKEN PUBLIC TRANSPORTATION FOR 30 YEARS. I WAITED A LONG TIME FOR A BUS IN SAMMAMISH AND HAVE SUPPORTED IT FROM THE FIRST DAY IT WAS AVAILABLE IN SPITE OF THE FACT THAT IT IS SO INEFFICIENTLY ROUTED. THE 218 AND 214 ARE DIRECT ROUTES. THE 212 AND 550 COME EVERY 8-10 MINUTES. REWARD THE 216 RIDERS WITH EFFICIENCY AND IT WILL CONTINUE TO INCREASE - FOLKS WANT THE OPTION, BUT A SMARTER OPTION AND I KNOW METRO CAN DO BETTER. LET THE 218 AND 216 BE STAND ALONE, COMMUNITY NEEDS BASED OPTIONS.</p>	Feb 5, 2013 9:26 AM

	I-90 proposal	Response Text
87	X	<p>I must say it's very disappointing to hear that 216 will no longer stops at Eastgate freeway station in the afternoon! Feb 8, 2013 4:24 PM</p> <p>Morning commute using 212 are probably well adjusted by many riders from Eastgate since traffic is not very congested in early morning but I strongly disagree on reducing services for early morning at least before 9 am. Reducing afternoon service is unthinkable. If travel time cannot be improved due to routing change now to surface level, I would like to see the same amount of services to accommodate riders who need to get to Seattle/Bellevue.</p> <p>Few main reasons 212 routing is so bad and riders still kept riding 216 or 218 (before discontinued Eastgate in PM) or other routes:</p> <ul style="list-style-type: none"> • For those who work near Convention center, Westlake, 6th, 7th , 8th and Olive/Stewart, etc, the stops on 2nd Ave are so far away by walking. Not convenient locations. The starting point of 4th and Bell?? I could not even locate the bus stop. I work on 6th and Virginia near Westin Hotel. Since 2nd Avenue is a bit of distance, I try catching 554/215 from 4th and Lenora. But their frequencies are not very good and overcrowded due to other riders who to go to Mercer Island (for 554), Issaquah TC and Eastgate riders are always the target of complaints from Issaquah and Mercer Island riders. • As a woman, 2nd Ave is not very comfortable place to be at night or during dark winter time. Bus tunnel has few securities or sometimes SPD are presence but I've seen many drunks walking around trying to bother riders when trying to wait for bus on 2nd Ave. I personally don't feel safe & comfortable even it's in the middle of rush hours and many business people are around. • Travel time on 2nd Avenue is so long and bad due to traffic especially during sports events and rainy days. Understand once bus routes are changed to surface level, it can cause backlog in traffic due to volume, pedestrians, and traffic lights; however, not sure shortening of the route or omitting stops will easy this issue or not. <p>My main wish for route 212 is to have bus stops for the southbound to be located in more convenient location i.e. accessible from heart /north part of downtown. If 212 can start from 4th and Lenora or somewhere in 4th to accommodate riders who work in north part or down town. Of course I am sure there are people who work further north somehow figure out to catch their bus to Eastgate somehow. If not, I would like to see 215 to increase more frequency to accommodate riders from Eastgate and Issaquah.</p> <p>Thank you for reading my lengthy message.</p>

	I-90 proposal	Response Text	
88	X	<p>I have been a loyal Metro rider since 1987 and plan to be for many more years. I understand the financial difficulties facing Metro which is why I always support them anyway I can whether it be through my continued ridership even through raised fares or voter approval for raising funds for Metro.</p> <p>That said, I would like to comment on Metro's decision to reduce the number of trips Route 212 makes daily – I especially ask that you not take away routes during peak commute times. I work in downtown Seattle from 7:30 am until 4:00 pm - Monday through Friday, and it is hard enough getting a bus that works with those commute hours now (that goes to/from inside Eastgate park and ride). If you keep taking away from Route 212, that smacks of unfairness due to making us riders who don't want to or can't go the Eastgate Freeway Station to catch all those other busses that you keep touting.</p> <p>I respectfully ask you to please STOP moving buses from loading or unloading riders inside the lower Eastgate Park and Ride and moving buses to the Eastgate Freeway station. Not all of your riders are 20 or 30 somethings that love dashing up to the freeway and not all people want to walk over a freeway overpass as it is unsafe and certainly not easy for disabled people in wheelchairs to make this trek. Why did you build a park and ride and then expect your riders to troop up to the freeway? Liabilities issues for both Sound and Metro transit are multiplied by this unsafe stop all in the name of faster service.</p> <p>I am still very disappointed that Sound Transit changed Route 554 to delete a stop inside the Eastgate park and ride. I know they have lost ridership because of that move. For example, 554 is the only bus we can take downtown on a weekend and because it is up at the freeway station, my husband who is afraid of heights won't use it.</p> <p>I hope to continue to be a regular Metro commuter for at least another 15 years or more, so please help to keep your current ridership happy and moving - safely.</p> <p>Thank you, Peggy Marinovich</p>	Feb 11, 2013 9:38 AM

	I-90 proposal	Response Text	
89	X	<p>Every single bus from Eastgate to downtown is packed. I rarely get a seat. In the evening I take the bus from the International District station (on the street since all the buses that stop at east gate freeway station are not in the same place (tunnel) anymore. In the evening it is quite common for buses to be completely off schedule and to be so full that you cannot get on.</p> <p>Any plan to REDUCE stops from east gate to downtown makes no sense whatsoever. I see that the proposed plan takes 12 (TWELVE!) trips away from that route. I cannot fathom the thought process behind that choice.</p> <p>Also the 210 looks as if it will stop in Factoria which will probably be a bad experience. There should be express buses from Eastgate to downtown Seattle with NO STOPs in between.</p> <p>Tim Low Metro Rider 650-533-6177</p>	Feb 13, 2013 5:15 PM
90	X	<p>I live in Snoqualmie and work for Boeing in Bellevue. My stop is the Eastgate Park & Ride.</p> <p>The concern I have is the afternoon return trip. The Eastgate Park & Ride is currently only an "Estimated" time stop.</p> <p>While I prefer to catch the 215 at the Eastgate Park & Ride, half the time the 215 blows through the Eastgate freeway stop early.</p> <p>This makes it unreliable to catch at Eastgate when I am riding home. Instead I take the 271 to Issaquah and find the 215 sitting there waiting for the time stop to expire.</p> <p>If it were not for the time stop in Issaquah I would not be able to catch my bus home. This route has no other time stop on the east side of Lake Washington.</p> <p>My suggestion is that Eastgate Park & Ride freeway stop become a full Time / Transfer point on Route 215 if Issaquah is eliminated.</p> <p>Michael Bereman MBA/TM http://card.web.boeing.com/WebCard.cfm?id=73635 Versatile Technologist Business Continuity - IT Preparedness http://itp.web.boeing.com/</p>	Feb 13, 2013 5:16 PM

	I-90 proposal	Response Text	
91	X	<p>To whom it may concern,</p> <p>I just heard about the proposed change to the Route 216 bus. I have been a bus rider for the past 5-6 years, riding from my home in Sammamish to my workplace on Mercer Island. I ride the bus for eight months of the year (May – December), and whenever my schedule allows beyond that. By altering the bus route as you propose, you leave no options for me to take the bus to work. In the time that I have lived on the Sammamish plateau, and ridden the bus, it seems to me that bus service alternatives have only decreased. It is difficult and time consuming to get anyplace but Seattle. This is frustrating to those of us who need to go other places within the area.</p> <p>Respectfully,</p> <p>Andrea K. Skinner</p>	Feb 14, 2013 8:56 AM
92	X	<p>Hi there,</p> <p>I am a 212 and 217 bus rider. I was devastated to find out about the route reduction going east in the morning. I think the low ridership on those buses is due to them being so close together. As most of the passengers exit at t-mobile, so when 212 arrives at 7:55 and then the 217 arrived at 8:01 it doesn't have anyone to pick up.</p> <p>Also since you have moved those buses out of the tunnel they no longer reliable and are often very late or come at the exact same time.</p> <p>Rather than reduce can you please consider revising? (Such as a bus at 8:15am?) As these are the only buses that stop at Richards Road and I think this will make traffic even worse on that exit in the morning, as it will push us all to drive our cars!</p> <p>Thank you for reading this mail Katherine Turo Frequent metro rider</p>	Feb 15, 2013 8:52 AM

	I-90 proposal	Response Text	
93	X	<p>I have been a loyal bus rider for over 15 years, using mainly the Express service from Eastgate P&R to downtown Seattle. Eastgate is one of the most-used park and rides and I don't understand why you have cut tunnel service to Eastgate. And are now proposing to further cut service.</p> <p>The buses I ride during peak hours are standing room only.</p> <p>First: You say on the website that you are changing service based on crowding but you are possibly cutting over 10 trips in the AM? This makes no sense – you need to recheck ridership numbers during peak times.</p> <p>Second: We no longer have any service from the Seattle bus tunnel home to Eastgate P&R (or Freeway station). Our commute time has increased 50% because the Eastgate service buses must run on the street.</p> <p>Why are Eastgate P&R riders being penalized? This is extremely frustrating.</p> <p>Issaquah and Mercer Island riders have tunnel service, but not Eastgate, which is a huge P&R.</p> <p>This makes no sense.</p> <p>I urge you to reconsider the ridership and proposed changes, as well as reinstate PM tunnel service home to Eastgate P&R.</p> <p>Thank you,</p> <p>Heather</p> <p>WATSON & McDONELL, PLLC Certified Public Accountants 1325 Fourth Avenue, Suite 1705 Seattle, Washington 98101 PH (206) 624-2380 x106 FX (206) 382-3558 www.watsoncpas.com</p>	Feb 19, 2013 8:40 AM

	I-90 proposal	Response Text	
94	X	<p>To Whom It May Concern,</p> <p>I am writing to object to the proposed changes for the 211 Route on I-90, specifically those changes that eliminate bus service to the South Bellevue Park and Ride.</p> <p>As an employee at Harborview Medical Center, I rely on the 211 Monday through Friday for transportation to and from the hospital. I typically catch the bus at 7:42 am which gets me to work at 8:15 am and then catch the bus again at 4:40 pm to return home. I use the South Bellevue Park and Ride exclusively due to its close proximity to my house, downtown Bellevue, I-405 and I-90. I've tried the Mercer Island Park and Ride to catch the 211, but due to the limited number of parking spaces available and this location's popularity, I have never been able to find a space after 7:30am. Alternatively, driving to the Eastgate Park and Ride would add a minimum of 15-20 minutes to my commute, negating any potential time savings by skipping the South Bellevue Park and Ride (estimated by Metro to be 7 minutes).</p> <p>Taking an alternate bus to Harborview from South Bellevue Park and Ride is also not an ideal option. This would include taking the 550 ST from the South Bellevue Park and Ride, which is often over-crowded during peak travel times (it is not uncommon to have to catch the 2nd or 3rd bus that comes through due to the large amount of people traveling on that route), then transferring at Pioneer Square tunnel station to the Metro 3 or 4 to get up to First Hill. Again, often the 3 and 4 are over-crowded which means waiting for the 2nd or 3rd bus to come by to get to First Hill. These additional wait times and transfer times would add at least 15 minutes to my commute, if not significantly more.</p> <p>I certainly want to continue taking King County Metro to and from work as I think its an affordable and efficient mode of transportation. I have taken the 211 for over 2 years and have found it to be a wonderful way to travel from Bellevue to First Hill. I know there are many other medical personel who rely on the South Bellevue Park and Ride stop on the 211 Route to get to Swedish, DSHS, and Virginia Mason, as well as students who use the bus to get to Seattle University, and Odea High School. This is an important stop on an important route and I strongly object to King County Metros proposal to do away with it.</p> <p>Thank you,</p> <p>Alison Beieler</p>	Feb 19, 2013 8:41 AM
95	X	<p>Why is it that there is no bus service to somerset neighborhood in Bellevue during the weekend? Eastgate yes but not somerset? Biggest hill in the area ! Large neighborhood totally cut off ?!</p> <p>Different route on weekend that goes through somerset ? Up and down the hill ? Smaller bus and less frequent runs ? Anything is better than what we have now which is zero service.</p> <p>It is just a detour for one the other routes like the 245 or 241. Why not ?</p> <p>Thank you</p>	Feb 19, 2013 8:42 AM

	I-90 proposal	Response Text	
96	X	<p>Hi,</p> <p>Please don't make such big cuts on the number of morning 212 routes serving Eastgate Park and Ride! The proposed change is to have 12 fewer routes...but 212 is already crowded from Eastgate P&R from 7:45am - 8:30am. If cuts to the 212 route are made during/around those times, I truly believe we'll be seeing more standing-room only trips.</p> <p>Thanks, Sandi Snyder cell: 425-985-4565</p>	Feb 20, 2013 8:33 AM
97	X	<p>Dear Metro,</p> <p>I have been riding 210 for over 20 years from Factoria Blvd. to Downtown Seattle.</p> <p>You are proposing to reroute 210 from SE 38th & Factoria Blvd to Eastgate Freeway stop to increase ridership. Please consider rerouting to Mercer Island P&R instead of Eastgate. Going back to east just off from I-90 West ramp doesn't seem appropriate. Also you mention it would take extra 3-4 min but in reality it would take 7-10 extra min if 210 goes to Eastgate. Especially it would take 10+ extra min in the evening.</p> <p>Thank you.</p> <p>-- Season Yoshida 3980 129th PL SE Bellevue, WA</p>	Feb 20, 2013 8:34 AM
98	X	<p>I note the proposed elimination of the South Bellevue Park & Ride stop for Route 211. I take the 211 express route to the Cherry Hill Swedish campus and driving to either Eastgate or Mercer Island to catch the bus means that it no longer serves as an "express" route for me.</p> <p>Has Metro prepared anything that indicates service alternatives for the proposed service cuts on the I-90 corridor?</p> <p>Specifically, are there any options that will get me to Cherry Hill and/or First Hill by 7:00 am without adding ½ hour round trip to my drive TO the Park and Ride or ½ hour to my commute time?</p> <p>Thank you for addressing this question - Deborah Thompson -</p>	Feb 21, 2013 9:50 AM

	I-90 proposal	Response Text	
99	X	<p>I am writing to heartily support the proposal to add runs to Route 218. As I am sure you have been told, the bus is often packed to the gills. Not just standing-room only; jammed packed to the point every one is miserable and not everyone waiting at some stops can board. I believe adding capacity will take the edge off what can be a miserably crowded ride - and encourage ridership. I know previous riders have opted to drive to avoid the discomfort. (I do realize that if ridership grows, it could result in the same crowding problem. But even that is an improvement: fewer drivers. And I am fine with standing room only; it is the sardine-style, get-to-know-your-neighbors-better-than-you'd-like crowding that I would like to see addressed. Also, there is absolutely no margin for contingencies: whenever a bus is out of service, there is bedlam; huge, angry crowds and stops missed.</p> <p>Finally, I hope this enables Metro to give certain drivers more time between runs. Certain runs are ALWAYS because the driver cannot make it in time from his or her last run. Two examples: the bus that leaves Issaquah Highlands at 8:05 a.m and, especially the eastbound run that leaves Convention Place at 5:52 p.m. The latter is always late. Always. The result: a huge, angry crowd jockeying to get on (because everyone won't fit) by the time or arrives at University Station. It is especially crowded because that bus is usually more than 10 minutes late -- meaning crowds meant for two runs end up on the same one. Thank you for addressing this issue. The proposal to add runs is the best (potential) news I have heard in a while.</p>	Feb 22, 2013 9:12 AM

	I-90 proposal	Response Text	
100	X	<p>I regularly commute to work via Rt 215, and have some thoughts on improving the I-90 commute for Valley residents.</p> <p>For several reasons I would like to see Rt 215 continue to serve the Issaquah Transit Center:</p> <ol style="list-style-type: none"> 1. The time saved by passing the ITC can be saved elsewhere 2. Commuters between Snoqualmie Valley and Issaquah would be limited to Rt 209 3. Commuters between Snoqualmie Ridge and Issaquah would lose transit service altogether 4. If I just miss the 215 going home I can catch the next 214 and have a chance of intercepting the 215 at the ITC <p>But there is one change that would vastly improve the commute for Valley residents.</p> <p>Please consider discontinuing service to Eastgate Fwy Station – at least PM outbound – for the following reasons:</p> <ol style="list-style-type: none"> 1. The time saved on a long commute between Seattle and Snoqualmie Valley 2. Riders to Eastgate have several options 3. Riders from Eastgate have several options 4. Riders between Seattle and Snoqualmie Ridge/Valley have few or no options other than 215 <p>For example, I have experienced the 215 passing me up outbound at 5th/Jackson due to overloads of students bound for Bellevue College</p> <ol style="list-style-type: none"> 1. Every day both the 5pm and 6pm 215's are standing-room only mainly with students bound for Bellevue College, forcing us Valley residents facing a 75 minute commute on the only route travelling to points beyond ITC (especially if 215 no longer serves ITC) to ride standing up until literally half of the bus empties at Eastgate. 2. Bellevue College/Eastgate P&R bound riders can take one of the many 212's, or the 554 from the CBD in the PM or 216, 218, 554 & 555 from Issaquah in the AM. <p>Thanks,</p> <p>Gunnar Goerlitz GIS Specialist KCIT Transit GIS 201 S Jackson St, KSC-TR-0331 Seattle, WA 98104-3856 v 206-263-6564 f 206-684-2059</p>	Feb 22, 2013 9:13 AM

	I-90 proposal	Response Text	
101	X	<p>Hello</p> <p>I have been a daily commuter from east side to Seattle for last 3+ years Until Route 212 was using the tunnel, I used to enjoy my ride to Seattle and back, even if it was crowded But ever since 212 was off the tunnel, I have started to hate the daily commute The (212) buses which were already on unreliable schedule is even worse now. My observations after the change :</p> <ol style="list-style-type: none"> 1. First you removed Union St and 4th ave stop, which made riders near University street to walk even further. This has made our door to door time increase by another 5 to 7 minutes. 2. The trips from Seattle are not on time, which makes it difficult for riders to wait outside in the cold on 2nd ave. 3. On rainy days, the crowded buses move at slow pace from Seneca St(my stop) till it hits I-90. I feel it should not be called an express service anymore. <p>Here are my suggestions, which I request you to consider :</p> <ol style="list-style-type: none"> 1. Have 212 use the tunnel so our Seattle arrival times are more predictable 2. There are several riders like me from Crossroads area who commute to Seattle daily. We really miss route 229 service. Please consider extending some of the 212 in the morning and evening to Overlake TC 3. Extend RapidRide from Bellevue to Seattle(may be via East Gate) <p>Thanks for reading. Look forward to positive changes and a good time with Metro ... Regards Dinesh 253 226 1723</p>	Feb 25, 2013 8:40 AM
102	X	<p>I see that 216 won't stop at mercer island anymore. Mercer needs more stops not less. The 218 comes by like 4 times in the time we wait for the 216 or 554. Less stops means were stuck with the 554 only. This is antiprogess.</p> <p>Ty.</p>	Feb 27, 2013 10:08 AM
103	X	<p>Route 212 is Very busy every morning between 8a and 9a. I do take this bus every morning and many times the bus sits get full just at the park and ride stop. People waiting for the bus at the I90 ramp station , some times, bus gets completely full and people has to wait for another one. For this and other reason I think is a bad idea try to reduce the number of 212 buses. If taking the bus gets harder. I will star driving my car to downtown Seattle. Thank you.</p>	Feb 27, 2013 10:09 AM

	I-90 proposal	Response Text	
104	X	<p>I write in response to the flyer I received a few weeks back at the bus stop. Here are my thoughts:</p> <p>Every day, I travel from south Bellevue (Eastgate P&R) to downtown Seattle (Seventh and Stewart), and back. I have been doing my best to take the bus, instead of driving, but the recent (and proposed) changes make it more and more difficult.</p> <p>THE MORNING (TO SEATTLE):</p> <p>The 212 was taken out of the tunnel. Coming to Seattle, that means the ride takes longer because it goes down Fourth Ave. As for the proposal to decrease the number of stops at the P&R, itself, the problem is that the freeway station is too small to accommodate all of the additional riders and is not covered. That means we all get wet and have to stand on the bus because we are the last stop until downtown.</p> <p>THE EVENING (TO EASTGATE):</p> <p>Again, the 212 was taken out of the tunnel and runs down Second Ave. And there are no other buses that run in the tunnel that stop at Eastgate (either at the P&R or even the freeway station). For me, that means the bus takes much longer and I have to walk several more blocks. I don't mind the walk, but most of the stops on Second Ave. have little cover, unlike the tunnel. So going home, I get wet—again.</p> <p>* * *</p> <p>Although I understand trying to accommodate those riders that travel from further away, the persons that live closer should not be penalized through the reduction of speed, frequency, and convenience of their service. I moved to south Bellevue several years ago, instead of Issaquah, for example, because of the good service from the Eastgate P&R to the tunnel, and back. Now I am rethinking that decision, or at least whether the bus will work for me any longer.</p> <p>Thank you for considering these thoughts.</p> <p>Matthew J. Sekits Shareholder Bullivant Houser Bailey PC 1700 Seventh Ave. Suite 1810 Seattle, WA 98101 T 206.521.6452 F 206.386.5130 Bio Email Website</p>	Feb 28, 2013 9:37 AM
105	X	<p>To Whom This May Concern,</p> <p>Please note that South Bellevue P&R is an important bus stop for individuals getting off at First Hill. There are 5-10 professionals that gets on at South Bellevue P&R, that depend on this route to go to work. I included am very concerned about the proposed change. Bus 211 is one of the only bus that service directly from the eastside to capitol hill- it generally is a pretty full bus and I'm certain, that daily and committed bus riders would rather have the bus stop than just to save a couple minutes.</p> <p>Thanks for your consideration.</p> <p>Dora Fung</p>	Feb 28, 2013 9:38 AM

	I-90 proposal	Response Text	
106	X	<p>Please expedite the proposed I-90 service changes. We need them NOW, the overcrowding is constant TODAY. It is rare for me to get a seat on any 218 bus, from 4:30 through as late as 6:30. The norm is for a double-articulated 218 bus to be standing room only, from the front of the bus (drivers asking folks to get behind the line next the driver – which is not always possible) to the very rear of the bus. It is very uncomfortable for everyone.</p> <p>You have in the proposal excellent solutions – please fast-track them so that we long-suffering 218 riders do not have to wait 6 more months for some relief!</p> <p>Thank you,</p> <p>Jim Ishimaru</p>	Mar 11, 2013 7:36 AM

Appendix C

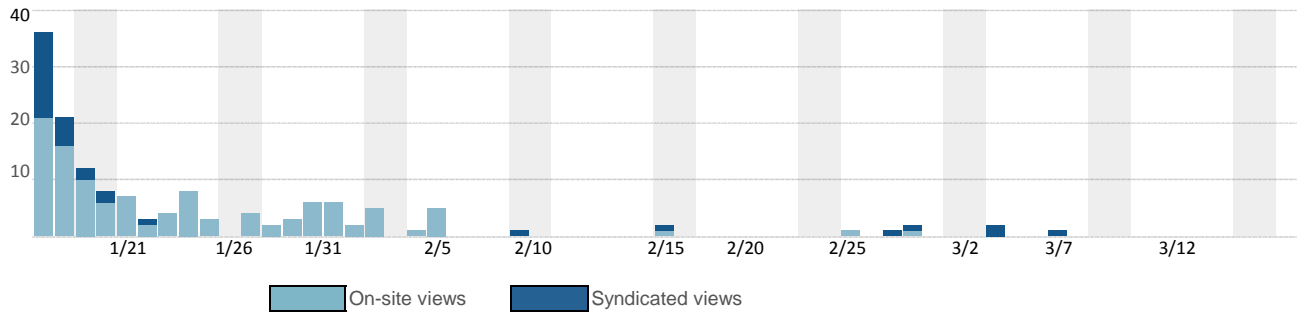
Website and Social Media Analytics

Highlights from website and social media analytics:

- 500+ people have visited the project website
- 111 people have viewed the Metro Matters blog post published about this project
- 95 people have viewed the 'Have a say' Facebook post about the project.

Blog Views by Post

Stats for: **Metro Transit proposes better bus service on Interstate 90**
146 total views



Note: On-site views are created when the site is viewed directly. Syndicated views are when a post is viewed through an RSS feed reader.

Appendix D

Meeting Materials and Handouts

Proposed service between Eastside and Seattle via I-90



Metro’s I-90 commuter routes are some of our busiest because they offer fast trips between large park-and-rides and downtown Seattle.

Ridership increased throughout our system after the fall 2012 service change. Since routes 216 and 218 already had strong ridership, they began to be overcrowded—sometimes too full to pick up passengers. To relieve this pressure in the afternoon, Metro stopped serving the Eastgate Freeway Station with Route 218 in early October 2012, and will stop serving it with Route 216 in late February 2013.

But buses are still heavily loaded with standing passengers. We’re proposing new changes to address these concerns and speed up service in the corridor. We’d like to know what you think.

Proposed changes

Metro has eight peak-only bus routes on I-90 east of I-405 – routes **210, 211, 212, 214, 215, 216,** and **218**. These routes serve three major park-and-rides on the Eastside: the Eastgate Park-and-Ride, the Issaquah Park-and-Ride, and the Issaquah Highlands Park-and-Ride. The table at right outlines proposed changes to these routes.

Timeline

- **January-February 2013:** Gather feedback from the community on proposed changes to I-90 bus service
- **March 2013:** Recommend changes to the King County Council
- **April 2013:** County Council review and adoption of changes
- **September 2013:** Change bus service

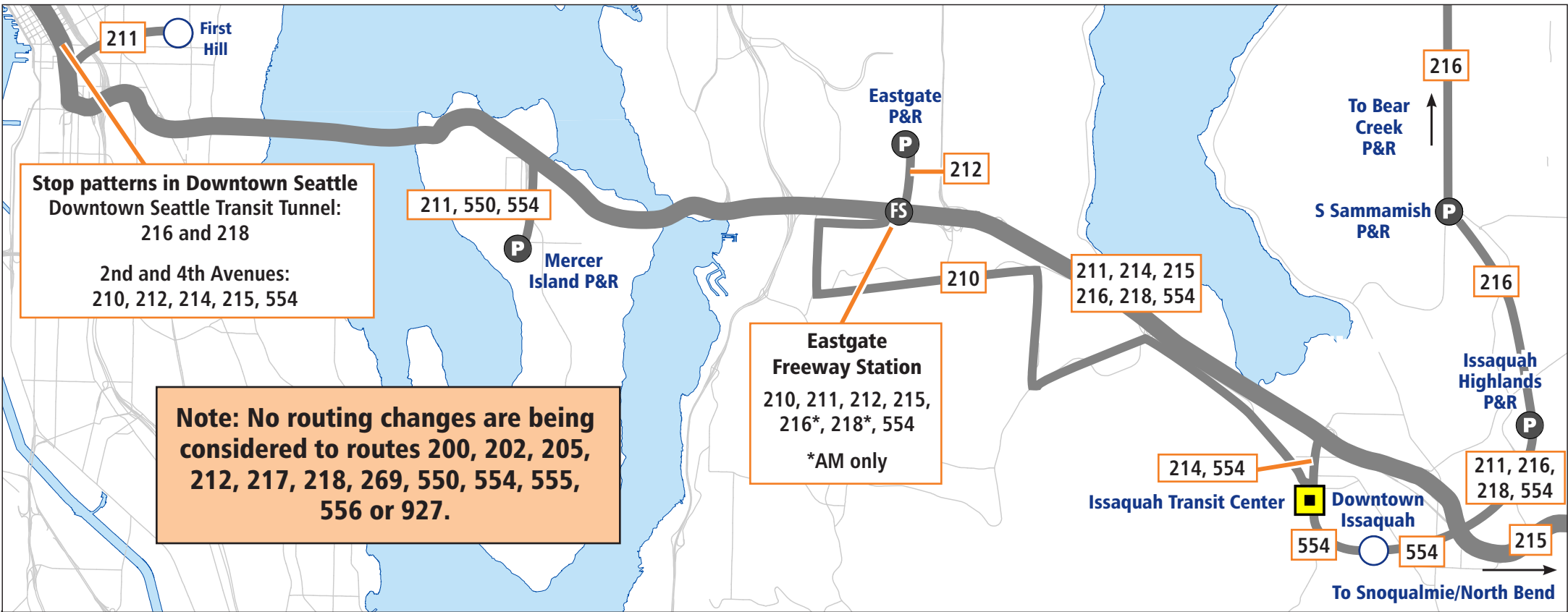
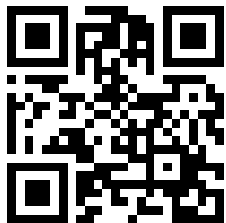
Participate

Before we make any changes, we want to hear from current and potential future customers in the I-90 corridor.

- Visit the I-90 Corridor Improvement page on our website (www.kingcounty.gov/HaveASay) and take our online survey.
- Come to a public meeting:
Thursday, Jan. 31
12-1:30 p.m.
Union Station Great Hall
401 S Jackson Street, Seattle

- Contact us:
haveasay@kingcounty.gov
206-263-9768 (TTY Relay: 711)

Take our
online survey



Proposed changes by route					
Route	Proposed change	Proposed routing	Rationale	AM trips	PM trips
210	Serve Eastgate Freeway Station (3-4 minutes longer)	Issaquah Transit Center - Lakemont - Eastgate - Factoria - downtown Seattle	Provide more Eastgate-Seattle service, improve productivity	4	4
211	Does not serve S Bellevue P&R (8-10 minutes faster)	Issaquah Highlands P&R - Eastgate P&R - Mercer Island P&R - First Hill	Provide faster service	7	7
212	Fewer morning trips	Eastgate P&R - Eastgate - downtown Seattle	Match service levels with demand	10-16 (6-12 fewer)	23-24 (1-2 fewer)
214	Provide additional trips, do not travel east of Issaquah Transit Center	Issaquah Transit Center - downtown Seattle	Match service levels with demand	12-13 (1-2 more)	13-14 (3-4 more)
215	Do not serve Issaquah Transit Center (8-10 minutes faster)	North Bend - Snoqualmie - Eastgate - downtown Seattle	Provide faster service	5	5
216*	Serve Issaquah Highlands instead of N Issaquah; do not serve Mercer Island P&R (3-8 minutes faster)	Bear Creek - Sammamish - Issaquah Highlands P&R - downtown Seattle (transit tunnel)	Provide more service in higher ridership areas; speed service	6-8 (0-2 more)	6-8 (0-2 more)
218*	Provide additional trips	Issaquah Highlands P&R - downtown Seattle (transit tunnel)	Match service levels with demand	18-21 (3-6 more)	18-21 (3-6 more)

*Routes 216 and 218 stop at Eastgate Freeway Station in the morning only.

Español

Información importante sobre el servicio de autobuses de su zona. Para solicitar esta información en español, sírvase llamar al 206-263-9988 o envíe un mensaje de correo electrónico a community.relations@kingcounty.gov.

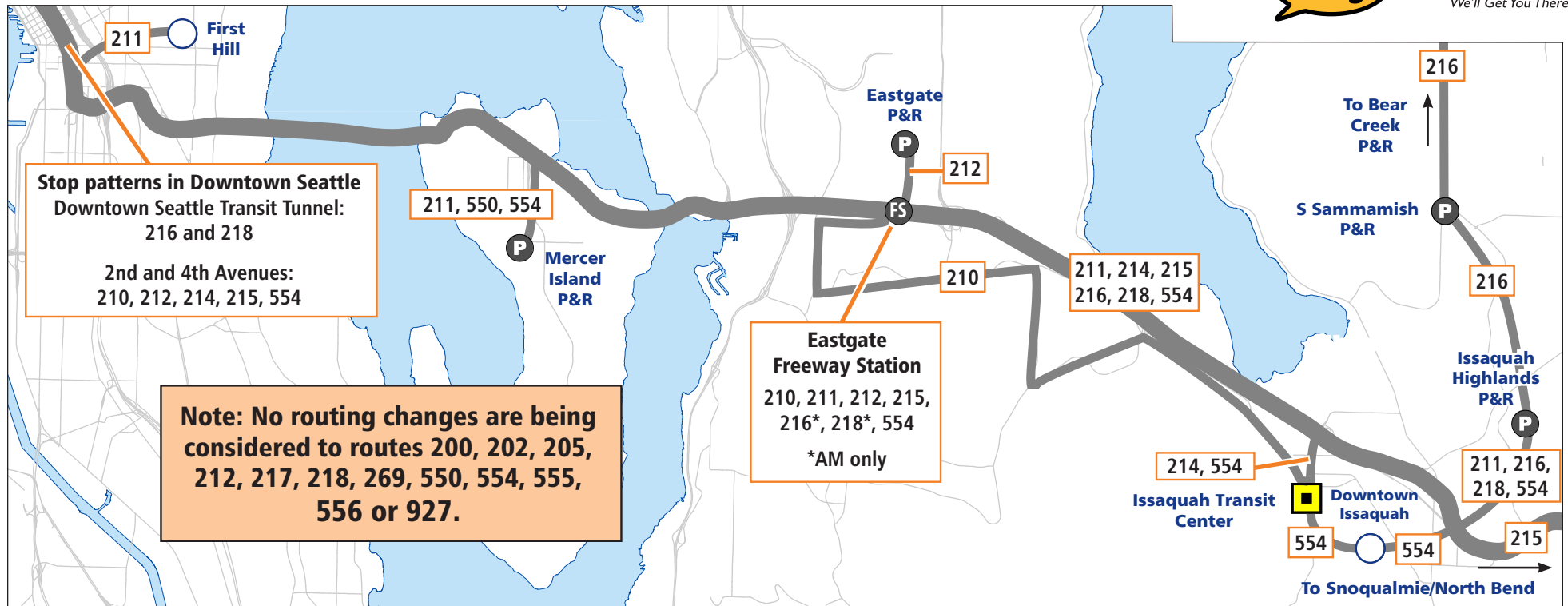


Interpreter
206-553-3000

Intérpretes 翻譯員 Переводчик
통역사 Turjubaan Thông Dịch Viên

To request this document in an alternative format, please call 206-684-1154 (TTY Relay: 711).

Proposed service between Eastside and Seattle via I-90



*Routes 216 and 218 stop at Eastgate Freeway Station in the morning only.

Improving commuter service on the I-90 Corridor



Metro's I-90 peak-only routes are some of our busiest and most productive commuter routes because they offer very fast trips between large park-and-rides and downtown Seattle. An 18-mile trip from the Issaquah Highlands Park-and-Ride to University Street Station on Route 218 takes about 30 minutes in the morning. Because of these travel times, commuters use these routes heavily.

Our observations after the fall 2012 service change show ridership increasing throughout our system. Since ridership on routes 216 and 218 was already strong, these routes began to be overcrowded—sometimes too full to pick up passengers. To relieve this pressure in the afternoon, Metro stopped serving the Eastgate Freeway Station with Route 218 in early October 2012, and will stop serving it with Route 216 in late February 2013.

But we're still hearing from customers that the buses are heavily loaded with standing passengers. We're proposing these new changes to address these concerns, and speed up service in the corridor. We'd like to know what you think.

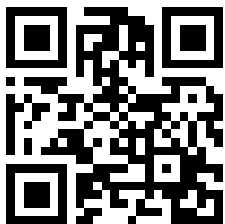
Proposed changes

Metro operates eight peak-only bus routes on I-90 east of I-405 – routes **210, 211, 212, 214, 215, 216, and 218**. These routes serve three major park-and-rides on the Eastside: the Eastgate Park-and-Ride, the Issaquah Park-and-Ride, and the Issaquah Highlands Park-and-Ride. The table on the other side of this flyer outlines proposed changes to these routes.



Eastgate Park-and-Ride

**Take our
online survey**



Español

Información importante sobre el servicio de autobuses de su zona. Para solicitar esta información en español, sírvase llamar al 206-263-9988 o envíe un mensaje de correo electrónico a community.relations@kingcounty.gov.

To request this document in an alternative format, please call 206-684-1154 (TTY Relay: 711).

Timeline

- **January-February 2013:** Gather feedback from the community on proposed changes to I-90 bus service
- **March 2013:** Recommend changes to the King County Council
- **April 2013:** County Council review and adoption of changes
- **September 2013:** Change bus service

Participate

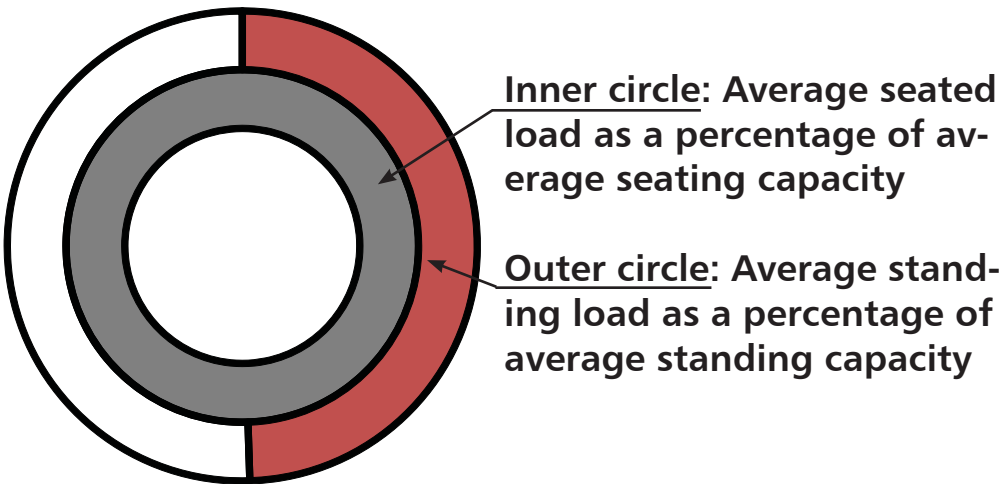
Before we make any changes, we want to hear from current and potential future customers in the I-90 corridor.

- Visit the I-90 Corridor Improvement page on our website (www.kingcounty.gov/HaveASay) and take our online survey.
- Come to a public meeting:
Thursday, Jan. 31
12-1:30 p.m.
Union Station Great Hall
401 S Jackson Street, Seattle
- Contact us:
haveasay@kingcounty.gov
206-263-9768 (TTY Relay: 711)

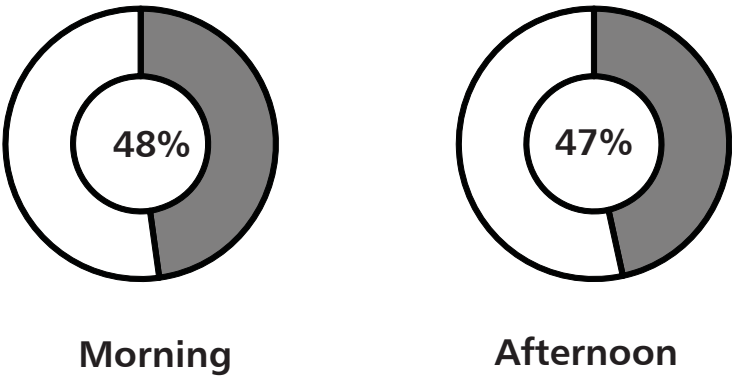


Transit use on the I-90 corridor

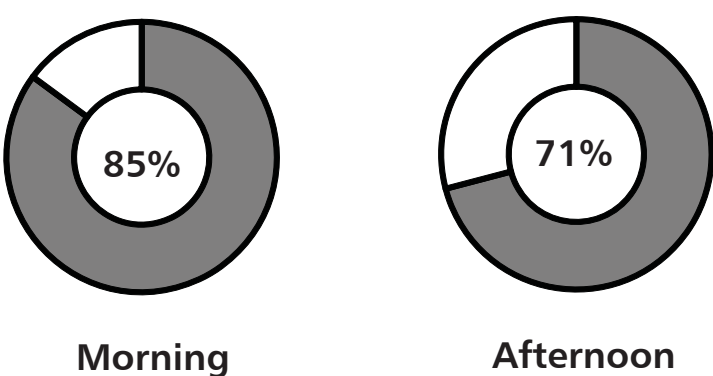
Routes on the I-90 corridor are well used and frequently experience crowded conditions. The charts on this page represent the average utilization of each route across many days.



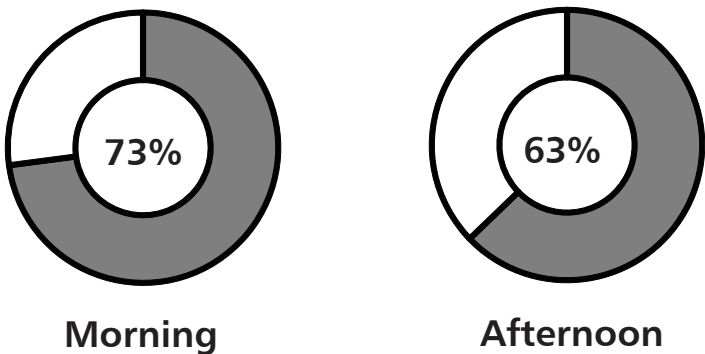
Route 210



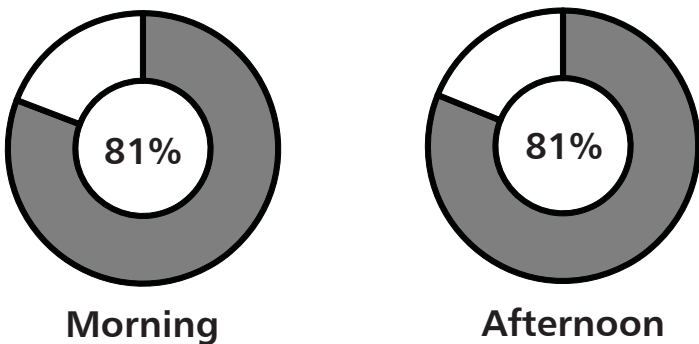
Route 212



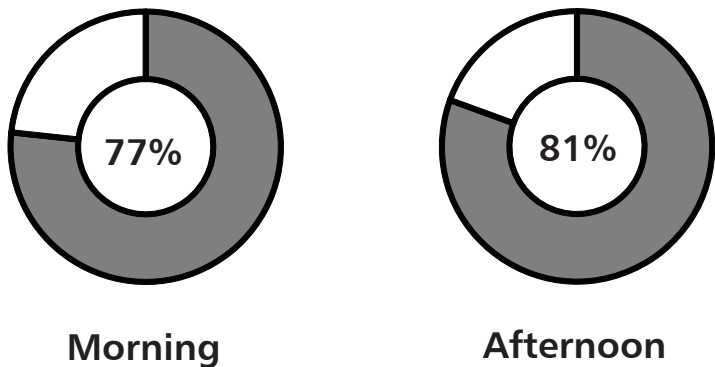
Route 214



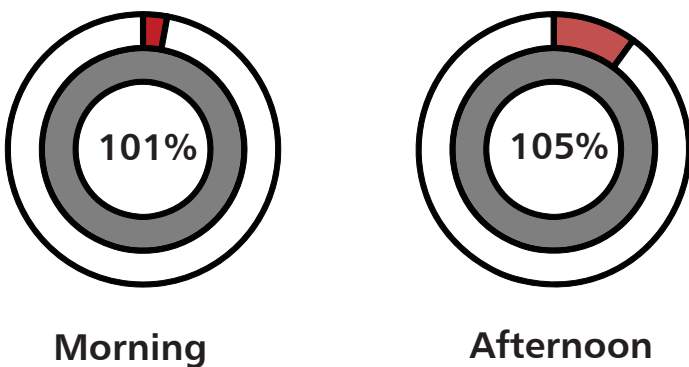
Route 215



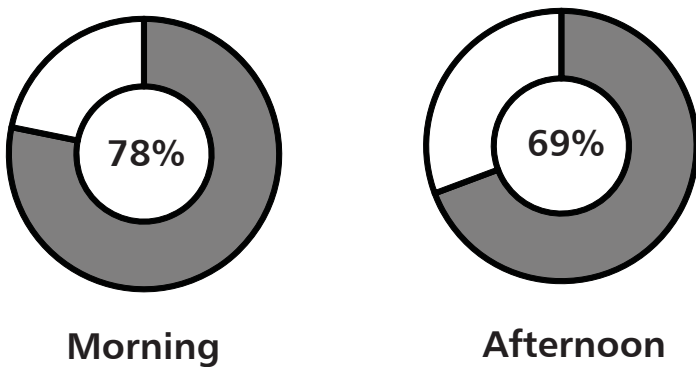
Route 216



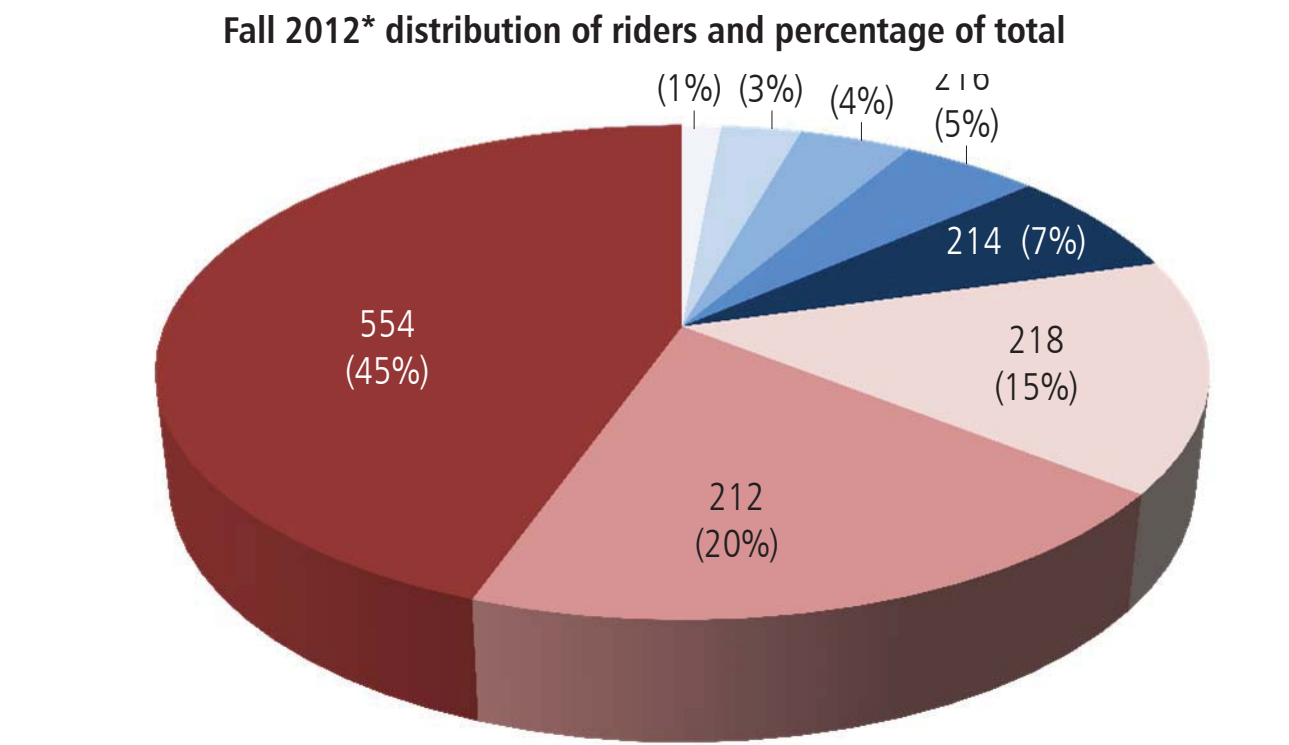
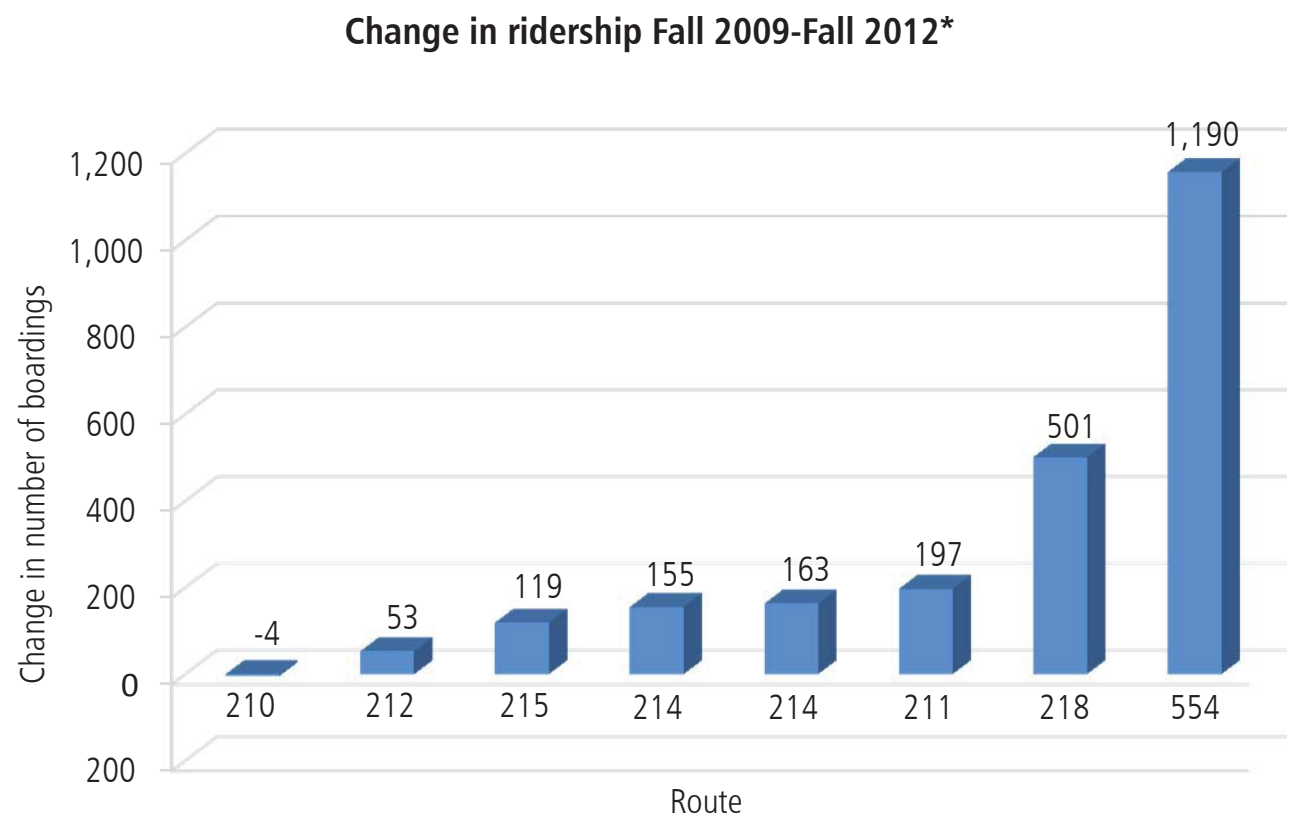
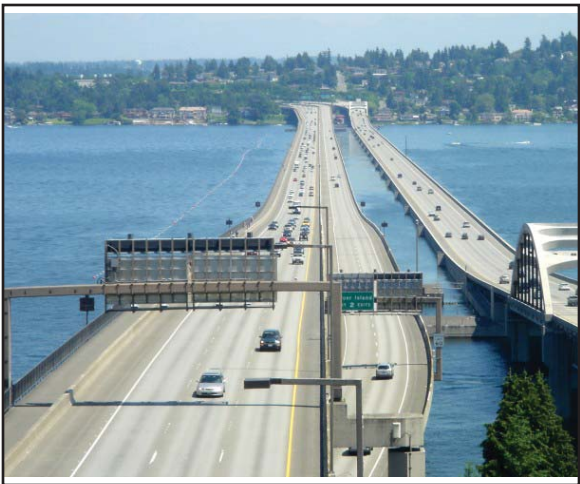
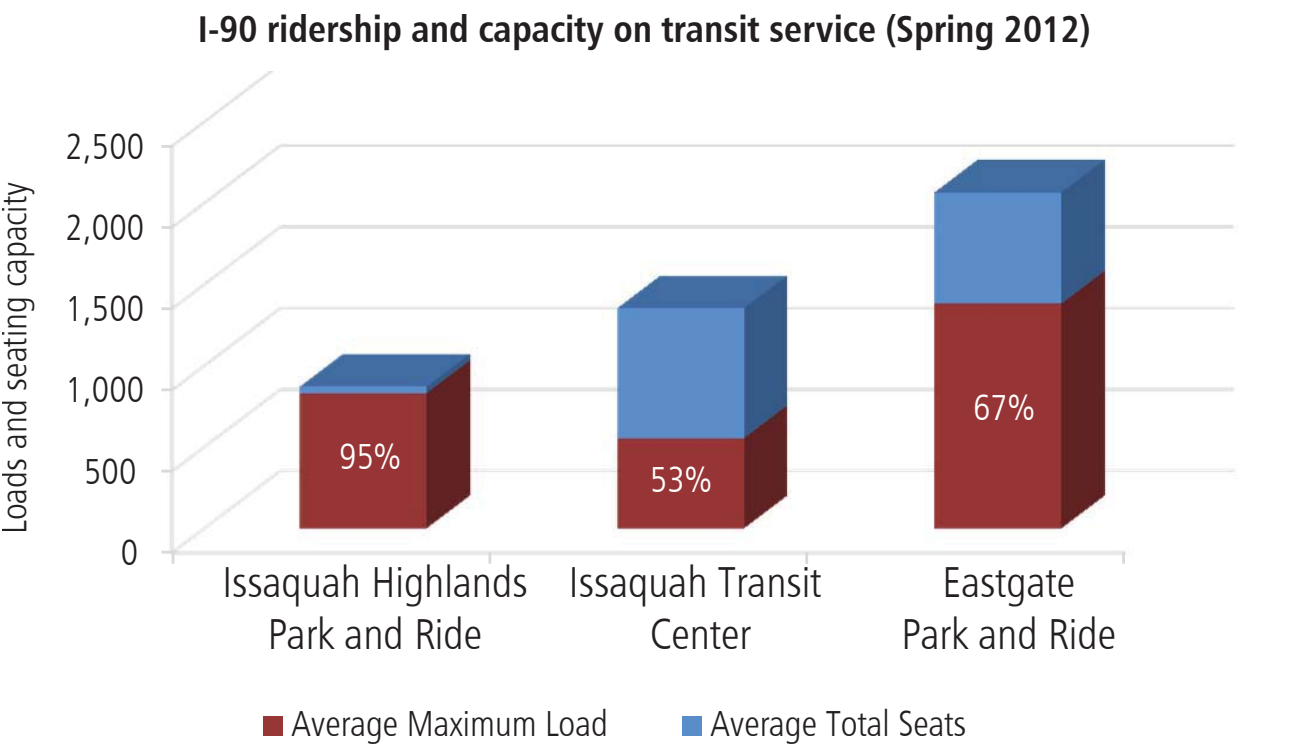
Route 218



Route 554



Transit ridership on the I-90 corridor



*Data from Fall 2012 is a preliminary estimate